



# APPENDIX A ESGVAP Task 1.1, Land Use Issues, Challenges, and Opportunities Memo



Final

# EAST SAN GABRIEL VALLEY AREA PLAN

Task 1 Land Use Element

Task 1.1 Land Use Issues, Challenges, and Opportunities Memo

Prepared for  
Los Angeles County Department of  
Regional Planning

July 2021

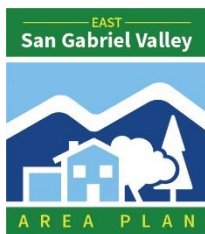


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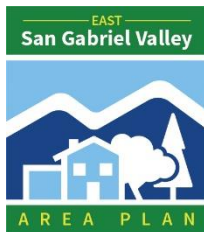
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Regional Planning

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# TABLE OF CONTENTS

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## Task 1.1 Land Use Issues, Challenges, and Opportunities Memo

	<u>Page</u>
<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>I. Introduction and Background.....</b>	<b>3</b>
<b>II. Planning Area and Regional Context.....</b>	<b>3</b>
<b>III. Existing Development Pattern and Land Uses.....</b>	<b>5</b>
Existing Land Uses .....	5
Disadvantaged Communities .....	12
Summary of Issues and Challenges .....	13
<b>IV. Plan Review and Policy Direction .....</b>	<b>18</b>
Southern California Association of Governments' Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies Plan.....	18
OurCounty: Los Angeles Countywide Sustainability Plan .....	21
2015 Los Angeles (LA) County General Plan .....	23
Los Angeles County Climate Action Plan.....	26
Adjacent Jurisdiction Planning Goals.....	27
<b>V. Planning Area Land Use Recommendations.....</b>	<b>29</b>
<b>VI. Community Issues, Opportunities, and Recommendations .....</b>	<b>32</b>
<b>VII. References .....</b>	<b>144</b>

**List of Figures**

1	General Plan Land Uses.....	7
2	Significant Ecological Areas.....	14
3	Disadvantaged Communities.....	15
4	Avocado Heights.....	37
5	Charter Oak.....	43
6	Covina Islands.....	49
7	East Azusa.....	54
8	East Irwindale.....	59
9	East San Dimas.....	63
10	Glendora Islands.....	67
11	Hacienda Heights.....	71
12	North Claremont.....	77
13	North Pomona.....	82
14	Northeast La Verne.....	85
15	Northeast San Dimas.....	88
16	Pellissier Village.....	91
17	Rowland Heights.....	96
18	South Diamond Bar.....	101
19	South San Jose Hills.....	106
20	South Walnut.....	110
21	Valinda.....	117
22	Walnut Islands.....	123
23	West Claremont.....	127
24	West Puente Valley.....	132
25	West San Dimas.....	138
26	Unincorporated South El Monte.....	140
27	Unincorporated North Whittier.....	143

**List of Tables**

1	General Plan Land Uses.....	6
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# LAND USE ISSUES AND OPPORTUNITIES

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## Task 1.1 ESGVAP Technical Memorandum

### Executive Summary

Located in Los Angeles County, the East San Gabriel Valley (ESGV) comprises 24 unincorporated communities that offer a diversity of residents, geographies, and community needs that need to be adequately and appropriately planned for. As the County prepares the Land Use Element goals, policies, and actions as well as revisions to the General Plan Land Use Map for the ESGV, this memorandum provides an analysis of land-use-related issues, challenges, opportunities, and recommendations for the East San Gabriel Valley Planning Area (ESGVAP), including the 24 unincorporated communities.

This memorandum analyzes existing development patterns and land uses in the ESGVAP to identify the baseline conditions and potential for growth. The Existing Development Pattern and Land Uses section provides a high-level synopsis of land use issues and challenges in the Planning Area derived from the existing conditions analysis and input received by stakeholder and community members. Key issues in the ESGV stem from the predominately single-family land use pattern, which offers few alternatives for housing to fulfill the needs of the demographically and ethnically diverse resident population, and few locations to place amenities and services close to neighborhoods to achieve walkable communities. As such, the prevalent issues derived from having few housing options and lack of land use diversity include lack of housing affordability, overcrowding, traffic congestion, and air quality issues. These issues are not unique to ESGV and are found in suburban communities throughout California and the United States. These very issues are catalyzing a reshaping of American communities toward more walkable, sustainable land use patterns that are essential for communities to survive and thrive in the decades to come.

The Plan Review and Policy Direction section of this document summarizes regional and countywide plans that provide land use goals and overarching policy priorities and guidance to adhere to in the preparation of the ESGVAP, and serve as a reference to help guide the formation of recommended goals, policies, and actions for the ESGV Land Use Element. Recommendations from precedent planning studies and regional guidance point to the need to target growth toward existing and proposed transit and active transportation investments and to diversify land uses to support residential needs and access to daily goods within walking distance. At the same time, growth is discouraged within hazard areas, such as in high fire hazard zones, as well as in ecologically sensitive areas, not only to protect residents and biodiversity, but also to preserve the pristine environment and open space areas so cherished by the ESGV community.

Land use recommendations are broken down into Planning Area–wide recommendations to guide the overall land use pattern and balance residential and nonresidential land uses with a focused investment in walkable infrastructure to support growth. Each of the 24 unincorporated communities has a community profile identifying land use issues, challenges, opportunities, and recommendations to consider for each community. While each community has its own unique set of characteristics and growth potential, the connective thread that links all of these communities together to achieve a singular ESGV vision is the desire to preserve the historical rural and equestrian roots of the ESGV; create walkable communities linked by paths and greenways; and achieve affordable communities where residents can stay and age in the neighborhoods they call home. It is this common vision that lends support for strategies and recommendations that aim to diversify land uses and housing types; capitalize and grow from the economic strengths of the region; create more walkable, connected mixed-use communities with an emphasis on neighborhood greenways that link to transit and commercial centers; and preserve the unique and cherished qualities of the ESGV.

## I. Introduction and Background

This report provides an analysis of land-use-related issues, challenges, opportunities and recommendations within the East San Gabriel Valley Area Plan (ESGVAP) Planning Area to inform preparation of the Land Use Element goals, policies and actions, and revisions to the General Plan Land Use Map for the East San Gabriel Valley (ESGV). Across Los Angeles County (County), land use and design preferences are shifting, living costs are increasing, and development pressures are rising. A key element of the ESGVAP process involves developing land use goals and policies, as well as reviewing land use designations, regulations, and community design requirements to respond to these pressures and improve overall well-being for community members (DRP 2019a).

One of the primary objectives of the ESGVAP, as indicated by County staff, is to increase the options available to community members for improved livability in the region. Extensive community engagement has been conducted to learn about the community's needs and highlight key challenges and opportunities. As such, this report incorporates input and feedback from community members, community organizations, public agencies, and other stakeholders involved in the process. This analysis serves as both a high level review of the Planning Area, as well as more localized community-scale issues, challenges and opportunities within each of the 24 unincorporated communities (Planning Area communities). The results of the previously conducted outreach efforts in particular played a key role in our assumptions and identification of core issues, challenges, opportunities and recommendations of the various communities within the Planning Area.

### 24 UNINCORPORATED COMMUNITIES

- Avocado Heights
- Charter Oak
- Covina Islands
- East Azusa
- East Irwindale
- East San Dimas
- Glendora Islands
- Hacienda Heights
- North Claremont
- North Pomona
- Northeast La Verne
- Northeast San Dimas
- Rowland Heights
- South Diamond Bar
- South San Jose Hills
- South Walnut
- Valinda
- Walnut Islands
- West Claremont
- West Puente Valley
- West San Dimas
- Pellisier Village
- Unincorporated South El Monte
- Unincorporated North Whittier

## II. Planning Area and Regional Context

The ESGV is comprised of a largely developed collection of unincorporated communities sharing boundaries with other jurisdictions. The combined Planning Area makes up X acres and is characterized by rolling, dry hills framing the lowland valley. The San Gabriel River and Interstate (I-) 605 (also called San Gabriel River Freeway) form the western boundary of the Planning Area. The Puente Hills, with areas of open space and habitat form the southern boundary. The steep slopes and urban-wildland interface with the San Gabriel Mountains and

Angeles National Forest form the northern extent of the Planning Area. The region is heavily traversed by east-west transportation routes and corridors, with a few major north/south directional routes. The land contains highly varied topographies. The communities are ethnically and racially diverse (DRP 2019a).

The Planning Area communities contain several unpopulated or minimally populated communities, which may distort the density calculations for all the communities. As of 2019, the total population of the Planning Area communities is 243,575. The population densities per square mile range from South San Jose Hills, which is significantly denser than the average at 14,123 people per square mile, to Glendora Islands, which is significantly less dense than the average, at 18 people per square mile. The denser communities also include South El Monte, West Puente Valley, Charter Oak, Covina Islands, Valinda, East Irwindale, and North Pomona, ranging from 10,667 to 13,182 people per square mile (DRP 2019b). Several communities have a strong equestrian culture, with equestrian trails running through the valley and hillsides.

The Planning Area communities consist of a broad range of demographics. The predominant ethnicities in the ESGV unincorporated communities are Hispanic, Non-Hispanic Asian, and Non-Hispanic White. The more populated communities, such as Covina Islands, East Irwindale, Rowland Heights, Hacienda Heights, South San Jose Hills, Valinda, and West Puente Valley, are more diverse and have a larger share of Hispanic residents. High percentages of Hispanic residents are concentrated in Unincorporated South El Monte (90 percent), South San Jose Hills (86 percent), West Puente Valley (86 percent), Avocado Heights (83 percent), Pelissier Village (80 percent), Unincorporated North Whittier (79 percent), Valinda (77 percent), East Irwindale (74 percent), and Covina Islands (72 percent). The highest percentage of Non-Hispanic Asian residents is concentrated in Rowland Heights (61 percent), and Hacienda Heights (38 percent). The highest percentage of Non-Hispanic White residents is concentrated in East Azusa (68 percent), West Claremont (60 percent), and North Claremont (52 percent). The Planning Area communities are made up of residents of all ages. At least 19 percent of residents are children, higher than Los Angeles County (12 percent). Communities with the highest percentage of children include Unincorporated South El Monte (33 percent), Walnut Islands (31 percent), and South San Jose Hills (30 percent). Communities with the highest percentage of seniors include East Azusa (25 percent), West San Dimas (25 percent), North Pomona (24 percent), West Claremont (24 percent), and Northeast La Verne (23 percent). Communities with the lowest percentage of seniors include South El Monte (9 percent), South San Jose Hills (10 percent), and Covina Islands (10 percent). By comparison, the percentage of senior residents in Los Angeles County is 14 percent (DRP 2021e).

The Planning Area communities employed approximately 35,951 workers in 2020. Employed residents in the Planning Area communities have slightly lower levels of formal educational attainment compared to Los Angeles County. Approximately 27.1 percent of employed residents have received a bachelor's degree or higher, compared to 29.6 percent in Los Angeles County. Employed residents in the Planning Area communities without a high school diploma account for 24.1 percent of the population aged 30 or older—a higher share than in unincorporated Los Angeles County (BAE 2021). Workers in these communities are most represented in the following industries: retail (14.5 percent), wholesale trade (12.6 percent), educational services

(11.6 percent), manufacturing (9.5 percent), and accommodation and food services (8.9 percent). Taken together, these sectors account for over half, or 57 percent, of total employment. The communities of Roland Heights, Avocado Heights, and Hacienda Heights employed approximately 26,381 workers, representing nearly three-quarters of total employment across the Planning Area communities. Employment densities also vary significantly. Communities with a comparatively high ratio of manufacturing and/or commercial land use designations tend to feature more employees per square mile than the ESGV average. These include South Walnut, with approximately 8,107 employees per square mile, and Avocado Heights, with some 3,486 employees per square mile (BAE 2021). With 99,931 employed residents, the Planning Area communities are a net exporter of workers, and many residents must travel elsewhere to reach their primary place of employment (BAE 2021). Thus, a majority of residents in the unincorporated communities travel by automobile, with most commutes ranging from 30 to 90+ minutes (DRP 2021e).

### III. Existing Development Pattern and Land Uses

#### Existing Land Uses

The character of the individual unincorporated communities within ESGV varies widely, but they share a similar development pattern consisting of segregated and largely homogenous land uses that offer few alternatives to driving between uses. The ESGV has been developed around the automobile. Most residents commute by car from single-family homes to places of work, services, goods, facilities, and recreation. In addition, housing has been developed in hillside areas, further contributing to driving habits.

**Figure 1, *General Plan Land Uses*** shows existing General Plan designations within the Planning Area. **Table 1, *General Plan Land Uses***, provides a table of all of the land use designations found within the Planning Area, ranked by order of prominence. The prominent General Plan land uses in the Planning Area include low-density residential, rural land, public/semi-public, and parks and recreation, which make up a combined approximately 92 percent of total land uses. The remaining 8 percent of land uses include commercial, light industrial, mid to higher residential densities, conservation and water uses. A majority of Planning Area jobs are concentrated in the southwest portion of the Planning Area, clustered along the Southern Pacific Railroad right-of-way, as well as outside the City of Industry.

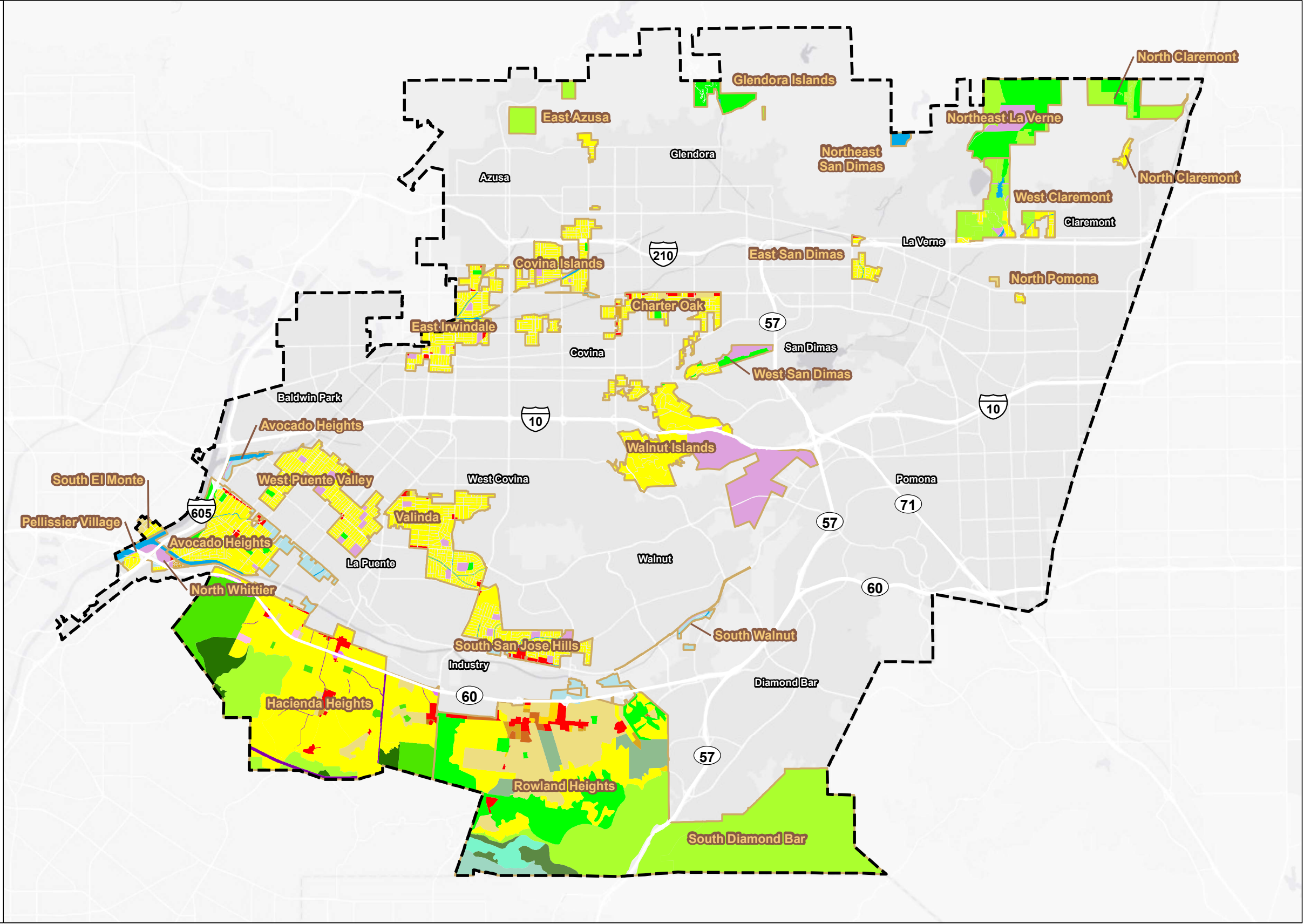
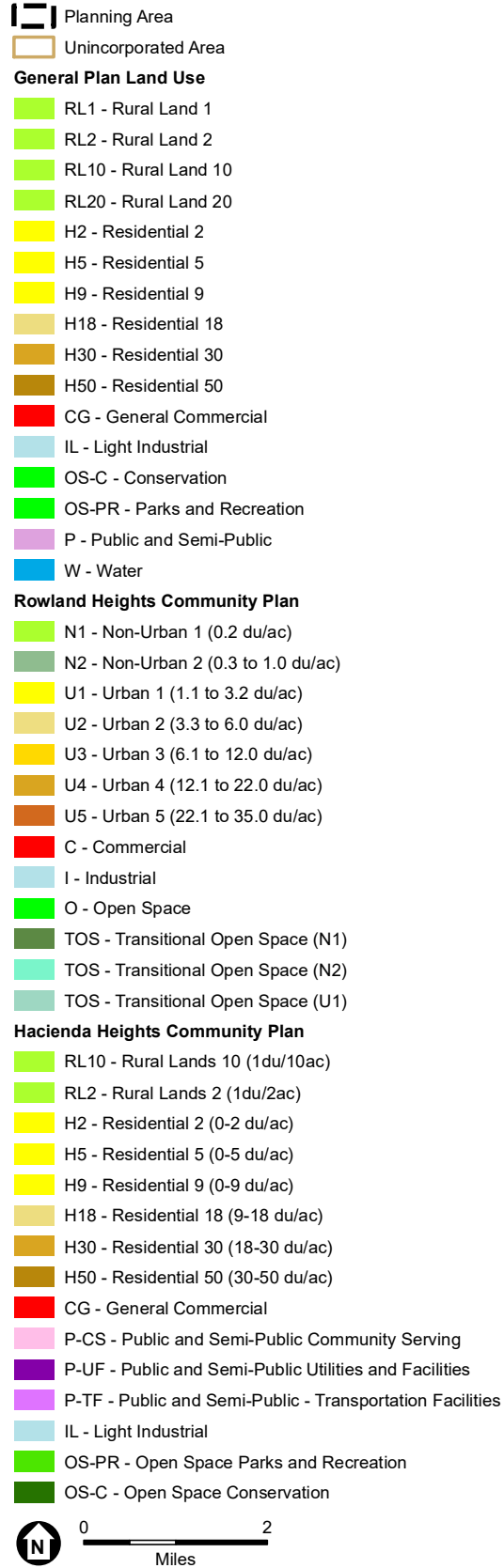
**TABLE 1**  
**GENERAL PLAN LAND USES**

<b>General Plan Land Use</b>	<b>Total Acres</b>	<b>Percent of Total</b>
H9 - Residential 9	4398.7	28.8%
RL20 - Rural Land 20	3947.3	25.9%
P - Public and Semi-Public	1866.4	12.2%
OS-PR - Parks and Recreation	1134.0	7.4%
H2 - Residential 2	1075.8	7.1%
H5 - Residential 5	675.7	4.4%
RL10 - Rural Land 10	670.4	4.4%
W - Water	376.6	2.5%
IL - Light Industrial	348.5	2.3%
OS-C - Conservation	207.8	1.4%
RL1 - Rural Land 1	198.2	1.3%
CG - General Commercial	177.2	1.2%
H18 - Residential 18	116.5	0.8%
H30 - Residential 30	39.4	0.3%
H50 - Residential 50	9.4	0.1%
RL2 - Rural Land 2	6.4	0.0%
<b>Grand Total</b>	<b>15,248.23</b>	<b>100.0%</b>

## Residential

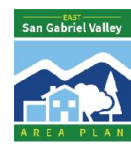
As shown in Figure 1, the Planning Area communities are largely made up of single-family homes. This is typical of unincorporated communities of Los Angeles County, which by and large offer fewer housing options compared to adjacent cities. As a result, unincorporated communities are not equally meeting the needs to provide a diversity of housing options for area residents. In the Planning Area communities, 64 percent of existing land uses are single-family residential properties and 2.5 percent are multifamily residential properties (DRP 2019a) By comparison, as of 2020, 76 percent of the housing stock in the unincorporated county areas is single-family residential while only 21 percent is multifamily.

ESGV residential areas are overwhelmingly single-family, one-unit detached housing. In some communities, this is as high as 94 percent of housing stock, including in Valinda and West Puente Valley. Of the seven most populous communities, Charter Oak has the most diverse housing types with 55 percent single-family detached, 14 percent 20+ units, and 11 percent mobile homes. Rowland Heights has the second most diverse housing types with 70 percent single-family detached, 11 percent 20+ units, and 5 percent 3 or 4 units. The most common housing type is a three-bedroom home, with Rowland and Hacienda Heights having a slightly higher percentage of four-bedroom homes.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 1**  
General Plan Land Uses

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In regard to zoning limitations statewide, most of California’s jurisdictions have zoned land overwhelmingly for single-family housing; very little is zoned to allow multifamily housing. As developable land is growing extremely limited in metropolitan areas, this ratio is certainly a contributor to housing unaffordability (DRP 2019b). Many indicators, such as cost burden, crowding, and vacancy rate, suggest that the high percentage of single-family housing is not accommodating the diverse needs for housing in unincorporated communities: approximately 50 percent of households are cost burdened, 12 percent are overcrowded, and there is only a 3 percent vacancy rate. Additionally, a great majority of housing in the Planning Area communities was built from the 1950s to 1970s (DRP 2019b.). The aging housing stock has led to infrastructure capacity issues, such as adequate water supply and sewer and storm facilities. Many of these units are less energy-efficient, contain lead-based paint hazards, and will require rehabilitation in the coming years to support livable and stable conditions.

General Plan designations for single-family residential in the Planning Area include Residential 2 (H2), Residential 5 (H5), and Residential 9 (H9). For single-family and multifamily residential in the Planning Area, the General plan designations are Residential 18 (H18), Residential 30 (H30), and Residential 50 (H50).

## **Nonresidential**

### ***Commercial***

Figure 1 shows areas in the Planning Area designated for commercial uses. Commercial uses include retail, restaurants, personal and professional services, and residential and commercial mixed uses. Most of the commercial land is located in the southwest, west, and central sections of the Planning Area in the Avocado Heights, South San Jose Hills, East Irwindale, and Charter Oak residential communities, while few retail services are provided in the north and south. Major commercial corridors include E. Arrow Highway and N. Grand Avenue in Charter Oak, Valley Boulevard in Avocado Heights and South San Jose Hills, and Colima Road in Rowland Heights. Most commercial development is one or two stories tall with large areas of surface parking fronting the roads. Many commercial centers are aging and in need of revitalization, and experience high business turnover as the commercial centers are not adequately serving the residents’ needs. This may partially be due to the insufficient zoning for commercial uses. The unincorporated communities of the Planning Area include 500 acres, of which 1.7 percent of land is used for commercial purposes. By comparison, 5,283.9 acres, or 6.2 percent, of existing land is used for commercial purposes in the ESGV cities (DRP 2019a). With such little land for commercial development, instead of locating where they are needed, commercial centers are locating where they are permitted, in areas where there may be less demand or more competition between similar stores. Commercial land use categories in the Planning Area are designated as General Commercial (CG) under the General Plan.

### ***Industrial***

Figure 1 shows areas in the Planning Area designated for industrial uses. Industrial uses include light manufacturing, assembly, warehousing, and distribution. A majority of the industrial land uses are located in the southwest portion of the Planning Area, clustered along the Southern Pacific Railroad right-of-way and outside the City of Industry, which is heavily industrialized due

to incentives that attract industrial uses to the city. Hacienda Heights, north of SR 60 (also called Pomona Freeway), and Rowland Heights north of SR 60 between Nogales Road and Fairway Drive are heavily industrial areas that run along railroad lines. Half of all warehouses in Southern California are within the SR 60 corridor, making the ESGV a major logistics corridor for the western United States. Industrial uses are also adjacent to residential uses in the South San Jose Hills community. A total of 1,426.3 acres, or 4.9 percent, of existing land use is used as industrial in Planning Area communities. By comparison, 8,367.8 acres, or 9.7 percent, of existing land is used as industrial in ESGV cities (DRP 2019a). As indicated above, communities with a comparatively high ratio of manufacturing and/or commercial land use designations, including South Walnut and Avocado Heights, tend to feature more employees per square mile than the ESGV average. Industrial land uses in the Planning Area are designated as Light Industrial (IL) under the General Plan.

### ***Agricultural***

Figure 1 shows areas in the Planning Area designated for agricultural uses. Agricultural land is designated in the South Diamond Bar community in the southeastern region of the Planning Area and in the northern portion of the Planning Area in North Claremont, Northeast La Verne, Glendora Islands and East Azusa. Some smaller areas consist of primarily undisturbed land designated for resources conservation. Agricultural land uses in the Planning Area are designated as Rural Land 1 (RL1), Rural Land 2 (RL2), Rural Land 10 (RL10), and Rural Land 20 (RL20) under the General Plan. Rural Land 1 and 2 uses include equestrian and limited animal uses and limited agricultural and relative activities. Rural Land 10 and 20 land uses are similar to Rural Land 1 and 2 land uses, but are not limited. It is important to note that areas designated for rural land are zoned as A-1 (agricultural) and are also used for residential, equestrian, and undeveloped habitat areas, resulting in very limited land used only for agricultural purposes.

### ***Institutional***

Figure 1 shows areas in the Planning Area designated for institutional uses. Institutional uses include semi-public and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, fairgrounds, airports, and other major transportation facilities. Additional public facilities include those that are public-serving and may not be publicly accessible, such as landfills, solid and liquid waste disposal sites, stormwater treatment plants, and major utilities. Most communities in the Planning Area contain public and semi-public land uses, which are usually schools located in the predominantly residential communities. The largest concentration of public and semi-public land uses is in the Walnut Islands community where California Polytechnic State University, Pomona and the Forest Lawn Memorial Park cemetery are located. A total of 1,076.6 acres, or 3.7 percent, of existing land is used for institutional uses in the unincorporated communities. By comparison, 2,260.6 acres, or 2.6 percent, of existing land is used for institutional purposes in ESGV cities (DRP 2019a). Institutional land uses are designated as Public and Semi-Public (P) under the General Plan.

### ***Open Space***

Figure 1 shows areas in the Planning Area designated for open space uses. Open space uses include conservation and recreational uses. Conservation of open space includes preservation of open

space areas and scenic resources. Open space recreational uses include regional parks (e.g., Peter F. Schabarum Regional County Park and Frank G. Bonelli Regional Park), local parks, athletic fields, community gardens, and golf courses. Additionally, a defining feature of the ESGV is the San Gabriel River and its tributaries and waterways, which are important open space assets that tie unincorporated communities together. Many waterways flow throughout the ESGV, including within open space areas.

The north, south, and west portions of the Planning Area are comprised of open space and rural land areas with hilly terrain. Additional open space is located in the Glendora Island community in the northwest portion of the Planning Area with conservation space and parkland that is owned by the City of Glendora and the Glendora Community Conservancy. In the northeast portion of the Planning Area, Northeast La Verne and North Claremont communities border the San Gabriel mountains and are primarily open space-conservation or open space-parks and recreation areas with the Claremont Wilderness Park located in North Claremont. The Walnut Creek Habitat and Open Space, located in the West San Dimas community, provides almost 70 acres of woodlands and coastal scrub open space and parklands. In the southern portion of the Planning Area, the Puente Hills Habitat Preservation Authority is dedicated to the acquisition, restoration, and management of open space in the Puente Hills. A total of 5,733.8 acres, or 19.8 percent, of existing land is used for open space purposes in Planning Area communities. By comparison, 15,300.3 acres, or 17.8 percent, of existing land is used for open space purposes in ESGV cities (DRP 2019a). Open Space land uses in the Planning Area are designated as Open Space-Conservation (OS-C) and Open Space-Parks and Recreation (OS-PR) in the General Plan.

### ***Significant Ecological Areas***

Significant Ecological Areas (SEAs) are officially designated areas in the General Plan that have been identified as having irreplaceable biological resources. Each SEA has been configured to support sustainable populations of the biological resource located in that SEA, and includes undisturbed to lightly disturbed habitat along with linkages and corridors to promote species movements. A number of SEAs are located throughout the Planning Area and often overlap with open space areas. SEAs in the Planning Area are shown in **Figure 2, Significant Ecological Areas**, and include the ESGV SEA partially located in the West San Dimas community, Puente Hills SEA located in Rowland Heights and South Diamond Bar communities, San Dimas Canyon/San Antonio Wash SEA partially located in the West Claremont community, and San Gabriel Canyon SEA partially located in the East Azusa and Glendora communities.

## **Mobility and Circulation**

### ***Major Travel Corridors***

East-west regional transportation access in the Planning Area is provided by I-10, I-210, and SR 60, which are heavily used corridors throughout Los Angeles County. North-south regional transportation access is provided by I-605 and SR 57, which are used by travelers in both Los Angeles County and neighboring Orange County. Traffic volumes are particularly high along the west-east travel routes through the Planning Area, especially along I-210 west of SR 57, along I-10 east of SR 57, and along SR 60 west of SR 71. Traffic volumes are typically lower along

SR 57 north of I-10, along SR 66, and along SR 71, especially along the expressway in Pomona (DRP 2021a).

Other major arterials throughout the Planning Area include Azusa Avenue, Arrow Highway, Colima Road, Grand Avenue, Puente Avenue/Workman Mill Road, Ramona Avenue/Badillo Street/Covina Boulevard, Route 66, Valley Boulevard, and Vincent Avenue/Glendoria Avenue/Hacienda Boulevard.

The local neighborhood circulation largely follows a pattern of residential development. Access into neighborhoods is limited along major arterials, and many streets within neighborhoods terminate in cul-de-sacs. While this pattern of cul-de-sac communities surrounded by major arterials creates fairly efficient vehicular circulation and helps define and protect individual neighborhoods from traffic, it limits pedestrian access to commercial arterials and amenities, thus increasing automobile reliance.

### ***Transit***

The baseline transit services in the Planning Area include fixed route and rail transit services providing inter-city bus and/or rail services including LA Metro, Foothill Transit, Montebello Bus Lines, and Norwalk Transit. Major east-west public transit is provided by Metrolink, offering commuter rail service between Los Angeles and San Bernardino and Riverside Counties. The Metro Gold (L) Line offers service between Los Angeles and Azusa (with an extension to Monclair under construction), and Foothill Transit offers several local and regional bus lines (DRP 2021a).

### ***Active Transportation***

The East San Gabriel Valley Active Transportation Plan (ESGVATP) analyzed existing active transportation infrastructure and identified infrastructure improvements to encourage greater use of active transportation throughout the ESGV. The ESGVATP identified 20 preliminary corridors for active transportation enhancement, and then selected the top 15 corridors for active transportation improvements. The proposed improvements for each of the 15 corridors include, but are not limited to, bikeway facility improvements along the corridor, pedestrian enhancements (such as removal/replacement/installation of new sidewalks), bus/transit stop enhancements (such as the additions of bench, overhead cover, posted bus route information, and trash receptacles), and other safety enhancements. Of the 15 selected corridors, the “Top Priority Corridors” are: (1) Colima Road: Larkvane Road to Diamond Bar City Limit; 2) Gale Avenue: 7<sup>th</sup> Avenue to Stimson Avenue; 3) 7<sup>th</sup> Avenue: Clark Avenue to Orange Grove Avenue; 4) Orange Grove Avenue: 7<sup>th</sup> Avenue to Beech Hill Drive; and (5) Amar Road: Aileron Avenue to Azusa Avenue (Los Angeles County Public Works 2020).

## **Disadvantaged Communities**

Developing an understanding of the disadvantaged community status in the ESGV is crucial to develop strategies that include equitable consideration of the several communities in the study area with differing socioeconomic and environmental needs. The County has developed the Environmental Justice Screening Method (EJSM) in partnership with the University of Southern

California, Program for Environmental and Regional Equity and Occidental College. The EJSM illustrates cumulative risks associated with environmental justice within Los Angeles County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks. EJSM measures “cumulative impact” by mapping multiple data layers and approximately 40 indicators at the Census Tract level, including sensitive uses, socioeconomic information, and various sources of pollution, to come up with a community EJSM score. While it is similar to CalEnviroscreen (developed by the California Environment Protection Agency), EJSM was designed to provide flexibility and meet the County’s needs by incorporating detailed local data (DRP 2021b).

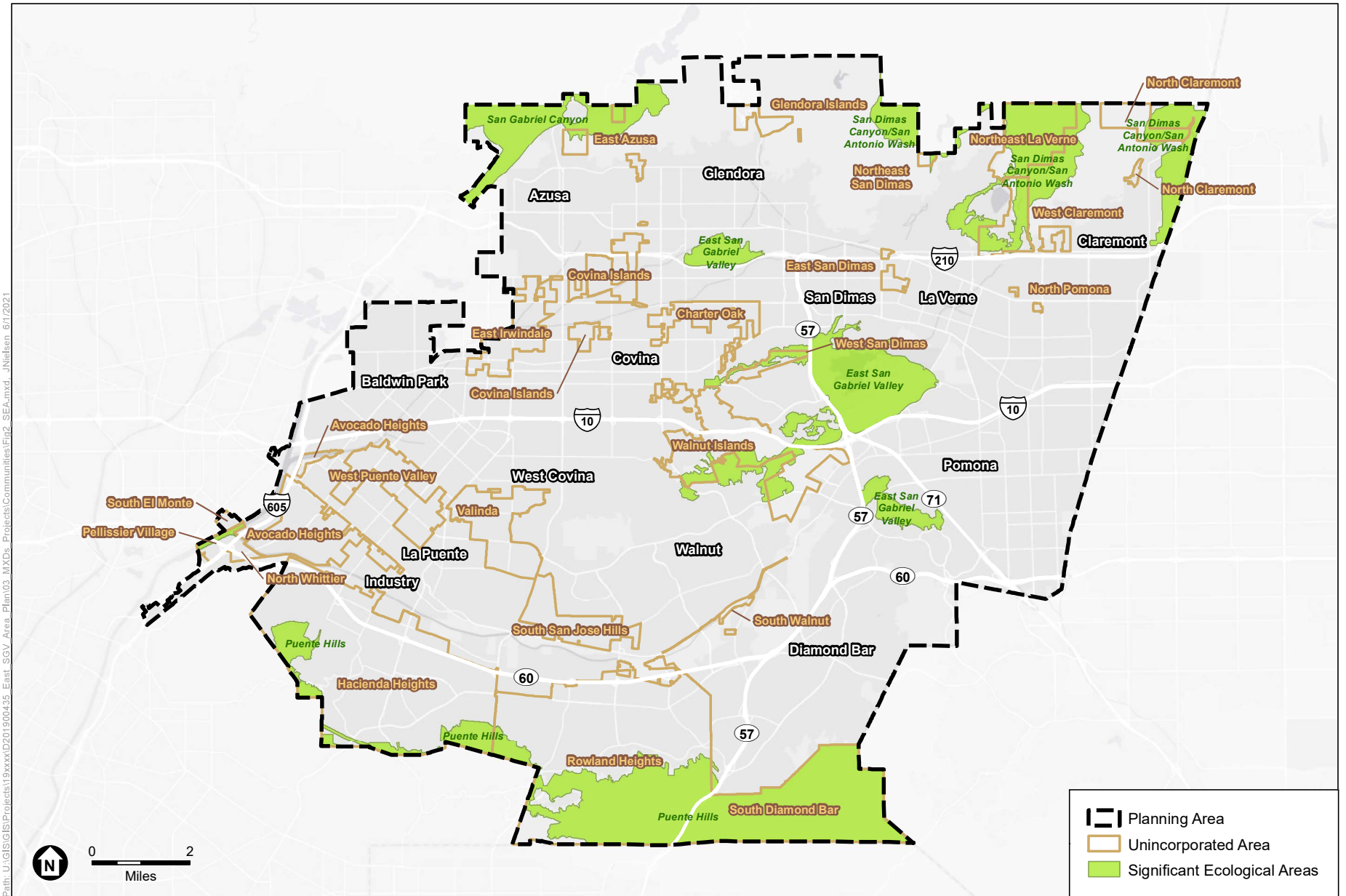
Of the 224 census tracts in the Planning Area, a total of 86 census tracts scored are designated as disadvantaged. These census tracts are located in the communities in and around Baldwin Park, Avocado Heights, parts of West Covina and southern Azusa, La Puente, West Puente Valley, Valinda, Industry, North Whittier, Walnut Islands, Pomona, and South San Jose Hills (DRP 2021a). *Figure 3, Disadvantaged Communities*, shows the disadvantaged unincorporated communities in ESGV.

The County of Los Angeles is in the process of initiating the Green Zones Program, which addresses environmental justice by promoting equitable development and reducing neighborhood health disparities by making changes to the County’s Zoning Code (Title 22) and General Plan. These changes consist of policy and procedural updates for specific industrial uses located near sensitive uses and for recycling and solid waste used throughout the county. The Green Zones Program will include the following major revisions to Title 22: identification of 11 new Green Zone Districts and new development standards for industrial facilities near sensitive uses in those districts; recycling and solid waste permitting requirements and storage enclosure standards, countywide; “sensitive use definition”; and additional standards for specific industrial uses throughout Los Angeles County (DRP 2021c).

## Summary of Issues and Challenges

The following provides a high-level summary of land use issues and challenges in the Planning Area derived from the existing conditions analysis and input received by stakeholder and community members.

- **Lack of Land Use Diversity.** There is very little diversity in the types of development in ESGV communities as well as the allowable residential densities. Single-family homes make up the great majority of buildings, with only 2 percent of properties used for commercial uses. This means most people drive sometimes far distances to go to work and access services and goods, with few options within walking distance. This also contributes to increasing traffic which negatively impacts everyone in the community. ESGV residents have some of the longest commutes in the county.
- **Enhancing Community Identity and Sense of Place.** The Planning Area consists of 24 separate communities surrounded by jurisdictions that are of similar character. This makes it difficult to distinguish the unincorporated communities from neighboring incorporated cities in both look and feel. Creating community identity and sense of place are important considerations for the General Plan Update.

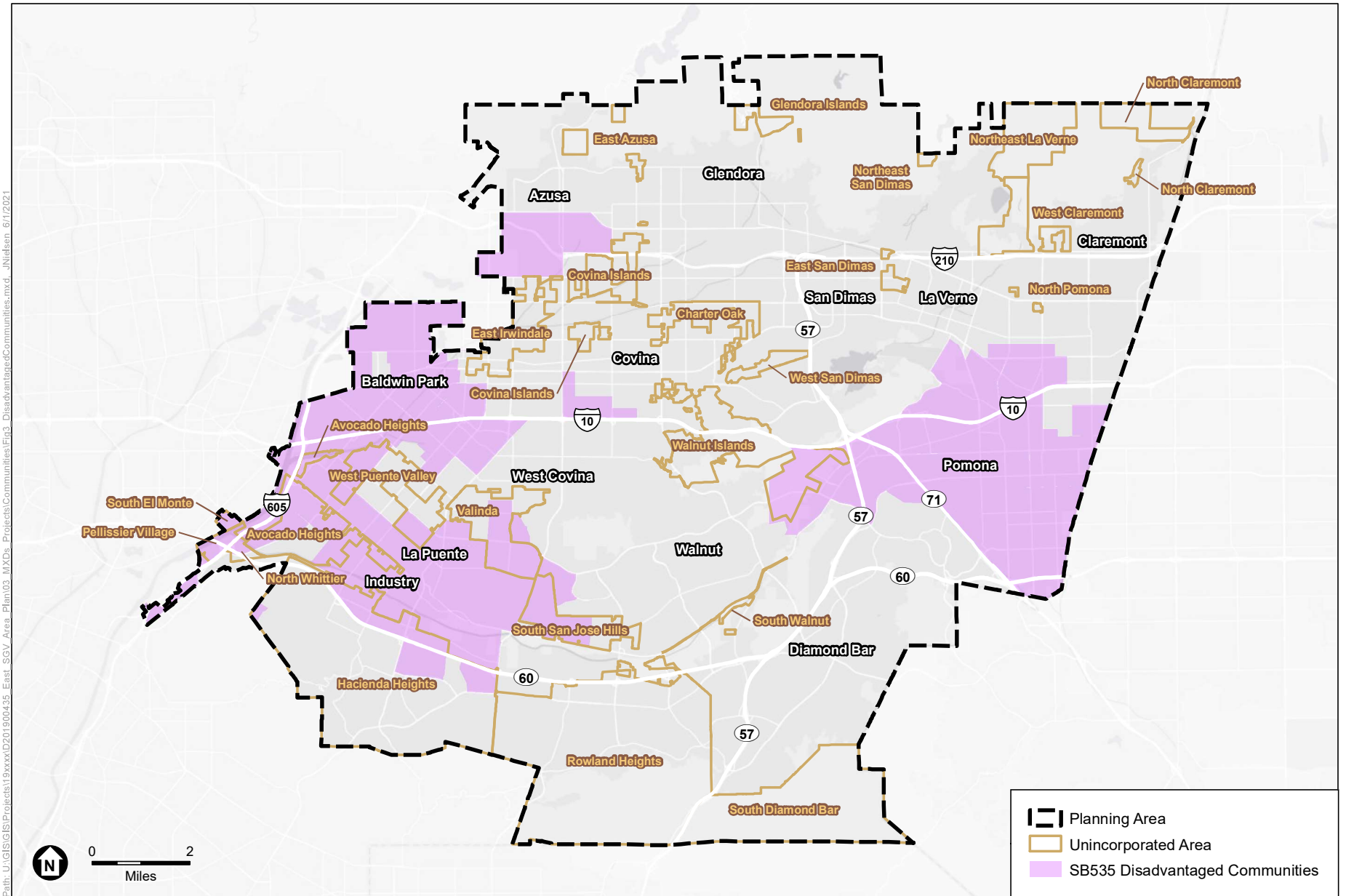


SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

**Figure 2**  
Significant Ecological Areas





SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

**Figure 3**  
Disadvantaged Communities



- **Lack of central, walkable districts.** ESGV residents have commented on the lack of walkability and the automobile dependence in the Planning Area, and the need for a common community meeting space. Many residents are frustrated that they must have access to an automobile to travel to various destinations throughout the Planning Area when having the ability to walk would be more convenient. Widespread automobile use has also created concerns related to poor air quality.
- **Lack of Connectivity.** The pattern of residential development, with cul-de-sac communities surrounded by major arterials, creates a relatively efficient grid system for car-only travel; however, it creates challenges in creating walkable, mixed-use communities. Residents elect to drive as the dead-end roads prevent accessibility to nearby services within walking distance. As most trips by car are within 3 miles, creating pedestrian passageways where possible and bringing everyday services and errands within walking distance to residents is an important consideration for the Land Use Element.
- **Heavy Traffic Congestion.** The ESGV experiences heavy traffic congestion, particularly on the major east-west routes, which is caused by several factors, including the major goods movement along the SR 60 from the City of Industry and nearby industrial uses, geographic constraints within hillside communities, and commuters driving west in the morning and east in evening rush hour times.
- **Lack of Vacant and Underutilized Land.** A major challenge for addressing land use issues in the ESGV is the lack of developable land, including both limited vacant and underutilized land. However, as buildings age and the opportunity to redevelop to a higher and better use outweighs the cost of rehabilitating underutilized property, opportunities for improvement can occur over time.
- **Lack of Housing Affordability.** There is a particular need for more affordable housing options. Little diversity in housing types and affordability leaves seniors, special needs populations and residents with lower incomes vulnerable. The increasing number of people who cannot afford a single-family home are left with few places to live, causing homelessness, overcrowding and unstable or unsafe living conditions.
- **Disadvantaged Communities.** Disadvantaged communities are located around Baldwin Park, Avocado Heights, parts of West Covina and southern Azusa, La Puente, West Puente Valley, Valinda, Industry, North Whittier, Walnut Islands, Pomona, and South San Jose Hills. Prioritizing disadvantaged communities is important for addressing historic inequities in the region and improving the overall health, safety and well-being of the ESGV communities.
- **Mansionization.** Community members have commented that the increasing size of newer single-family homes creates concerns that mansionization can change the character of communities. The mansionization trend creates more impervious surfaces and decreases green space on residential properties. Green space on residential properties is important to help absorb, filter, and drain water before it enters the stormwater system. It also leaves more space for planting trees for shade and coolness to help counter rising temperatures. The unequal design of these “mansions” to the existing smaller homes in the community creates issues of character, as well as, issues of property value, as they increase the sales prices of nearby single-family homes and reduce the affordability of a neighborhood.
- **Aging, Underutilized, and Inadequate Commercial Development.** Most commercial development is one or two stories tall with large areas of surface parking fronting the roads. Many commercial centers are aging and in need of revitalization. Community members have commented about the need for more space for social gatherings in commercial areas and that



commercial centers are not adequately serving residents' needs. Community members have further commented on the high business turnover in shopping centers (which is a result of not meeting community needs), the proliferation of restaurants, and the desire for community restaurants to integrate with the public realm, such as through outdoor seating.

- **Industrial Impacts on Residential Uses.** ESGV communities are located at a key transportation point where many of the major east-west and north/south highways meet. There are active freight and railroad lines and the Alameda Corridor East bringing goods from the ports to warehouses. Homes in some areas are located near industrial uses close to SR 60, railroad/freight lines, near Valley Boulevard, and in areas near the City of Industry. Industrial areas can have negative impacts on residents living near them from operations and trucks driving near residential areas.
- **Retail Imbalance.** Areas in the central valley have a balance of retail services and population, while the southern and northern communities do not. Topography and the distribution of land uses, particularly the development of hillside areas as primarily residential has contributed to this imbalance. Additionally, in the 1960s and 1970s, retail development was clustered primarily in and near regional malls, which are currently aging and, in some cases, adapting to shifting demands.
- **Parking and Congestion.** Since the communities are built around automobile use, the residents often experience significant traffic on major roads and difficulty finding parking in some shopping centers. On the other hand, parking dominates the landscape of commercial areas and some commercial centers have inefficient and confusing parking layouts adding to frustrations. This can make getting around a frustrating experience. Standards to address the amount of required parking, aesthetics, placement, and efficiencies of parking lots is an important consideration for the General Plan.
- **Lack of Infrastructure Capacity.** Many of the older suburbs within the Planning Area are maturing and facing infrastructure capacity issues. Septic systems are also prone to failure and ground water contamination. Sufficient infrastructure, including adequate water, sewer and storm water facilities are essential for enabling growth.
- **Environmental and Hazard Constraints.** The Puente Hills in ESGV, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the San Gabriel Mountains' foothill communities. Hazard areas are mapped for each unincorporated community in Section VI, Community Issues, Opportunities and Recommendations.
- **SEAs and Conservation Concerns.** Ecologically sensitive lands are designated as SEAs in the hillside regions. However, SEAs extend into neighboring jurisdictions that may not have similar SEA habitat protection programs. There are also development pressures to build within sensitive lands, and thus the threat of habitat disturbance and fragmentation is a concern in the ESGV. Preserving SEAs and undeveloped hillsides as open space is an important consideration for the General Plan.

## IV. Plan Review and Policy Direction

Regional and countywide plans provide land use goals and overarching policy priorities and guidance to adhere to in the preparation of the ESGVAP. The relevant goals and policies are provided below and serve as a reference to help guide the formation of recommended goals, policies, and actions for the ESGV Land Use Element. These same goals and policies serve to inform and guide the identification of Planning Area recommendations provided in Section V, as well as issues, challenges, opportunities, and recommendations for the 24 unincorporated communities provided in Section VI of this report.

### Key themes from the planning documents are as follows:

- Focus growth near key destinations and mobility options (i.e., within half mile of a major transit stop and high-quality transit corridors), and effectively integrate land use and mobility in coordination with adjacent jurisdictions.
- Increase housing diversity and affordability in every neighborhood, prioritizing their location near job centers, transit, active transportation, services, parks and open space amenities, and take action to prevent displacement.
- Balance housing and regional jobs to reduce commute times and distances by encouraging employment opportunities and housing to be developed in proximity to one another.
- Define key commercial nodes and community landmarks in the communities and target growth and revitalization where there is under-performing retail and other outmoded nonresidential uses; ensuring to increase amenities and connectivity in existing neighborhoods.
- Build resilient, healthy and equitable communities where residents thrive in place, prioritizing disadvantaged and lower income communities.
- Create walkable, mixed-use neighborhoods that promote active transportation and transit use, and reduce automobile dependence, through policies and actions that enhance first mile/last mile, reduce parking requirements, increase building density, and shape urban design.
- Protect and conserve sensitive resources, significant ecological areas (SEAs), and prime agricultural lands; and discourage development in areas with high environmental resources, lack of infrastructure, and/or severe safety hazards.

## Southern California Association of Governments’ Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies Plan

Southern California Association of Governments’ (SCAG’s) Regional Transportation Plan/Sustainable Communities Strategies Plan (RTP/SCS) is a long-range visioning plan that

provides recommendations for local jurisdictions on integrating land use and transportation, as well as making large-scale transportation infrastructure project recommendations.

The goals and strategies summarized below have been pulled from the *SCAG RTP/SCS* plan and are particularly relevant to land use planning needs, concerns and goals in the *ESGV* ([connectsocial.org](http://connectsocial.org)).

### **Connect SoCal Guiding Goals**

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

### **Connect SoCal Guiding Principles**

1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional target.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.
3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single-occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.
5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.

7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long-term resilience.

## Connect SoCal Core Vision

Rooted in the 2008 and 2012 RTP/SCS plans, Connect SoCal’s “Core Vision” centers on maintaining and better managing the current transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision includes:

- Sustainable development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

## SCAG Priority Growth Areas

SCAG defines High-Quality Transit Areas (HQTAs) as corridor-focused Priority Growth Areas within one half-mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours based on language in Senate Bill (SB) 375. Major transit stops and high-quality transit corridors are defined as follows:

- A. Major Transit Stop:** A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3).
- B. High-Quality Transit Corridor (HQTC):** A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (CA Public Resource Code Section 21155 (b)).
  1. HQTAs have been designated along most of the major highways, as well as within a half-mile of the freeways that run through ESGV, including the 10, 57, and 210 Freeways. Additional HQTAs in the Planning Area include W. Foothill Boulevard and E. 9<sup>th</sup> Street near Azusa and Glendora, and E. Arrowhead Highway and Amar Road/Temple Boulevard, which run throughout the Planning Area.
  2. SCAG defines “livable corridors” as arterial roadways where local jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways. The land use and zoning designations in ESGV presently do not create clear distinctions between the design and land use intentions for major intersections and lesser intersections. Defining key commercial nodes in the communities

where it is applicable could create a clearer hierarchy for areas to focus population and employment growth.

## **Sustainable Communities Strategy**

### ***Focus Growth Near Destinations & Mobility Options***

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.
- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.
- Plan for growth near transit investments and support implementation of first/last mile strategies.
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).
- Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).

### ***Promote Diverse Housing Choices***

- Preserve and rehabilitate affordable housing and prevent displacement.
- Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.

## **OurCounty: Los Angeles Countywide Sustainability Plan**

The goals, strategies, and actions listed below have been pulled from the Los Angeles Countywide Sustainability Plan (OurCounty) and are particularly relevant to land use planning needs, concerns and goals in the ESGV (<https://ourcountyla.lacounty.gov/>).

- **Goal 1: Resilient and healthy community environments where residents thrive in place.** The County will protect low-income communities and communities of color from pollution, reduce health and economic inequities, and support more resilient and inclusive communities.
  - **Strategy 1A. Minimize the exposure of vulnerable populations to pollution and reduce health disparities.** Highways and polluting facilities such as refineries, rail yards, and factories are often located in close proximity to low-income communities and communities of color in LA County. These communities face elevated health risks from pollutant exposure and have historically been overburdened and under-resourced. OurCounty establishes a framework for long-term policies to better protect these communities from pollution and reduce health inequities, with short-term and medium-term actions that support these goals.

- **Action 1:** Limit siting of new sensitive uses, such as playgrounds, daycare centers, schools, residences, or medical facilities, to at least 500 feet from freeways.
  - **Strategy 1C. Increase housing affordability.** The housing affordability crisis is impacting a growing number of County residents. Given the magnitude of the challenges related to housing and homelessness, existing affordable housing must be preserved and new affordable housing developed in **every** neighborhood. These priorities must also inform all County policies affecting the built environment, including land use and zoning.
    - **Action 13.** Identify and implement best practices to preserve and increase the amount of affordable housing proximate to job centers, transit, parks, and open space amenities.
- **Goal 3: Equitable and sustainable land use and development without displacement.** With policy tools such as anti-displacement measures, existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development.
  - **Strategy 3A. Increase housing density and limit urban sprawl.** We will have new homes in urban areas that are well-connected to transit, jobs, and services. This type of growth reduces environmental impacts while creating a more sustainable economy. The County of Los Angeles will invest in existing communities by promoting increased urban density to efficiently use existing infrastructure, by remediating and reusing urban properties so that they can support new development, and by working to protect agricultural and working lands from the threats of sprawl.
    - **Action 46:** Develop land use tools that will facilitate increased production of various housing types such as duplex and triplex buildings, where appropriate.
    - **Action 47:** Support the preservation of agricultural and working lands, including rangelands, by limiting the conversion of these lands to residential or other uses through tools such as the creation of agricultural easements, particularly within high climate-hazard areas and SEAs.
  - **Strategy 3B. Implement transit-oriented development.** Transit-oriented development (TOD) in urbanized areas can promote sustainable living by offering a mixture of land uses and building types near high-quality transit with bicycle and pedestrian connections. LA Metro has developed the Transit Oriented Communities Policy to encourage all jurisdictions in the County to pursue actions related to transit-oriented communities. OurCounty supports this pattern of development with policies shaping urban design, building density, right-sized parking, and first/last mile services that support transit ridership and reduce auto dependency.
    - **Action 49:** Expand the number and extent of transit oriented communities while ensuring that vital public amenities such as parks and active transportation infrastructure are included.
    - **Action 50:** Create an inventory of all publicly owned land and facilities (belonging to the County and other jurisdictions) near existing and future public transit and identify opportunities for transit-oriented development.
  - **Strategy 3C. Promote walkable, mixed-use neighborhoods.** The County will take a holistic approach to making neighborhoods more livable. It will address long-standing regulatory barriers and employ new strategies to ensure that residents can undertake a wide

variety of daily errands and activities within walking distance of their homes. A **complete neighborhood** features grocery stores, banking institutions, childcare, parks and open spaces, robust public transit options, medical services, and much more, within a small geographic vicinity. Such a mix of land and building uses promotes walking and bicycling over driving, thereby providing real choices to avoid street congestion and reduce greenhouse gas emissions while promoting physical fitness and local economic activity. These spaces, including sidewalks and local stores, can create opportunities for more interaction and can build social connectivity and community resilience. *2045 Target: Ensure 45 cities and/or unincorporated communities have a walk score of 70 or higher.*

- **Action 52:** Promote walkability through various tools, including zoning that enables a mix of uses, and pedestrian enhancements.
- **Strategy 3E. Limit development in high climate-hazard areas**
  - **Action 56:** Evaluate options to limit new large-scale development in high climate hazard areas.

## 2015 Los Angeles (LA) County General Plan

The goals and strategies summarized below have been pulled from the 2015 LA County General Plan and are particularly relevant to land use planning needs, concerns and goals in the ESGV.

### Guiding Principles

Three General Plan Guiding Principles specifically guide the Land Use Element:

- **Employ Smart Growth:** Shape new communities to align housing with jobs and services; and protect and conserve the County’s natural and cultural resources, including the character of rural communities. The General Plan implements smart growth by using strategies that are tailored to each community. In urban areas, transit-oriented development will create vibrant neighborhood centers around transit stations where people can live, work, and shop without the need to drive to each destination. Also in urban areas, active corridor development will connect major centers and neighborhoods. In rural areas, land uses and developments that are compatible with the natural environment and landscape will maintain existing community character. These work in conjunction with other smart growth strategies to “green” streets and buildings, and protect and conserve natural resources.
- **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas. As planning for future growth and the appropriate land use mix has major impacts on the local and regional economy, the General Plan addresses the protection of industrial land in the unincorporated areas.
- **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measureable effect on public well-being

## General Plan Land Use Goals and Policies

- Goal LU 3: A development pattern that discourages sprawl and protects and conserves area with natural resources and SEAs.
  - Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs.
  - Policy LU 3.2: Discourage development in areas with high environmental resources and/or severe safety hazards.
  - Policy LU 3.3: Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways.
- Goal LU 4: Infill development and redevelopment that strengthens and enhances communities.
  - Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.
  - Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.
  - Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.
  - Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.
- Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.
  - Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.
  - Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.
  - Policy LU 5.3: Support a mix of land uses that promote bicycling and walking, and reduce VMTs.
  - Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
  - Policy LU 5.9: Preserve key industrially designated land for intensive, employment-based uses.
  - Policy LU 5.10: Encourage employment opportunities and housing to be developed in proximity to one another
- Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.
  - Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.
  - Policy LU 7.2: Protect industrial parks and districts from incompatible uses.



- Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.
  - Policy LU 9.2: Encourage patterns of development that promote physical activity.
  - Policy LU 9.3: Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods.
- Goal LU 10: Well-designed and healthy places that support a diversity of built environments.
  - Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment
  - Policy LU 10.4: Promote environmentally sensitive and sustainable design.
  - Policy LU 10.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride, and community interaction.
  - Policy LU 10.6: Encourage pedestrian activity through the following: Designing the main entrance of buildings to front the street; Incorporating landscaping features; Limiting masonry walls and parking lots along commercial corridors and other public spaces; Incorporating street furniture, signage, and public events and activities; and Using wayfinding strategies to highlight community points of interest.
  - Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.
  - Policy LU 10.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.
  - Community Design, Policy LU 10.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers’ markets, parades, etc.
  - Community Design, Policy LU 10.12: Discourage gated entry subdivisions (“gated communities”) to improve neighborhood access and circulation, improve emergency access, and encourage social cohesion.
  - Community Design, Policy LU 10.13: Discourage flag lot subdivisions unless designed to be compatible with the existing neighborhood character.
- Goal M2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails that promote active transportation and transit use.
  - Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
  - Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
  - Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.

- Policy M 2.11: In urban and suburban areas, promote the continuity of streets and sidewalks through design features such as limiting mid-block curb cuts, encouraging access through side streets and alleys, and promoting shorter block lengths.
- Goal M4: An efficient multimodal transportation system that serves the needs of all residents
  - Policy M 4.5: Encourage continuous, direct routes through a connected system of streets with small blocks and minimal dead ends (cul-de-sacs), as feasible.
  - Policy M 4.15: Reduce vehicle trips through the use of mobility management practices such as the reduction of parking requirements, employer/institutions-based transit passes, regional carpooling programs, and telecommuting.
- Goal M5: Land use planning and transportation management that facilitates the use of transit.
  - Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.
  - Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.
- Goal M6: The safe and efficient movement of goods.
  - Policy M 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.
  - Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

## Housing Goals and Policies

- Strategy 1: Ensure Housing Availability
  - Goal 1: A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to: extremely low, very low, and low income households; seniors; persons with disabilities (including those with developmental disabilities); large households; female-headed households; people experiencing homelessness or at risk of homelessness; and farmworkers.
  - Goal 2: Communities with equitable access to employment opportunities, community facilities and services, and amenities.

## Los Angeles County Climate Action Plan

The Los Angeles County Climate Action Plan (CAP) is the County’s path toward meeting the Paris Agreement goals and achieving carbon neutrality for unincorporated areas of the county. The CAP builds on previous climate action work from the Community Climate Action Plan 2020. The CAP identified strategies and actions to mitigate emissions from community activities. As outlined in the CAP, the ESGV has the highest residential greenhouse gas emissions in the county and the highest rate of commuting by driving alone in the county. The ESGV also has the second highest total emissions but the second lowest emissions per capita, following the Los Angeles metropolitan area. The key climate actions summarized below have been pulled from the CAP’s

profile on the ESGV Planning Area and are relevant to land use planning needs, concerns, and goals in the ESGV.

## Key Climate Actions

- Actions focused on improving transit services
- Actions encouraging density and active transit near high quality transit
- Action supporting transportation electrification
- Actions to reduce residential and commercial stationary energy emissions
- Actions focused on disadvantaged/vulnerable communities
- Actions to preserve agricultural and natural areas
- Actions targeting zero carbon energy in wildfire-prone areas

## Mitigation Strategies and Actions to Reduce Greenhouse Gases

### Transportation Strategy 3: Reduce single-occupancy vehicle trips

- **T6:** Create a more connected and safer bikeway network by expanding bikeway facilities and deploying protected and separated lanes.
- **T9:** Enhance pedestrian and bicycle environments through shading and energy-efficient pedestrian-scale lighting and shading to promote active transportation.

### Agriculture, Forestry, and Other Land Use Strategy 16: Conserve forests and working lands

- **A1:** Support the preservation of agricultural and working lands, including rangelands, and restore forest lands by limiting the conversion of these lands to residential or other uses through tools such as the creation of agricultural easements, particularly within high climate-hazard areas and SEAs.

## Adjacent Jurisdiction Planning Goals

Cities within the ESGV are planning to enhance opportunities for mixed-use, build complete streets, and preserve single-family neighborhoods, while focusing new housing opportunities in downtown areas, along major transit corridors, and revitalized commercial centers. A review of recently developed plans include the *West Covina General Plan* and *Downtown Plan and Code* and the *Glendora Arrow Highway Specific Plan*, which take similar approaches to meet development needs, shifting demographics, and greenhouse gas reduction requirements.

In the RTP/SCS, SCAG provided recommendations and methods to combine land use and transportation analysis to focus opportunities on creating livable corridors and connected neighborhoods. The adjacent jurisdictions are incorporating SCAG's recommendations as applicable. Many of the corridor studies and planning efforts undertaken were funded by SCAG's Compass Blueprint Program, now the Sustainable Communities and Livable Corridors grant program.

Local plans highlight creating identifiable nodes and community landmarks by intensifying local uses around key intersections, while preserving single-family residential areas. Planning efforts identified streetscape and public realm improvements as key areas for enhancements. Strategies are identified to broaden housing options at and near key nodes, while creating identifiable neighborhood centers for mixed use and multifamily housing. The plans also highlight potential locations for catalyst projects.

Key design strategies for transformation include:

1. Redesign of major commercial corridors as complete streets.
2. Improve walkability with mixed-use nodes featuring widened sidewalks, street trees, pedestrian amenities, and shade.
3. Setting parking away from walkways.

*Glendora Arrow Highway Specific Plan:*

The *Glendora Arrow Highway Specific Plan* describes the area as defined by very long blocks and auto-oriented origins, with parking located toward the street. It identifies underutilized properties which present opportunities for intensification of use. The proposed plan identifies these key nodes for catalyst projects:

1. Grand Avenue
2. Bonnie Cove Avenue – former Vons site
3. Sunflower Avenue – former Wonderbread Factory site

*West Covina General Plan and Downtown Plan & Code:*

The *West Covina General Plan* and *Downtown Plan & Code* identifies key areas to focus development activity, to relieve development pressures elsewhere. The plan highlights goals to insert mixed-use development, pedestrian amenities, and gathering spaces into available areas within the largest regional mall complex in ESGV. The plan also highlights a local trend where old and struggling shopping centers have been revived with ethnic food stores and eateries.

Key Features of the West Covina General Plan:

1. Central Business District residential development has density limits of a minimum 30 to maximum 75 du/acre.
2. Transform Walnut Creek Wash into a local amenity in the civic center and residential areas.
3. Direct new growth to major commercial corridors – Sunset Avenue, Glendora Avenue, N. Azusa Avenue, and Valley Boulevard, which forms the southern edge of West Covina and has opportunities to create gateways to the city.
4. Create neighborhood scale centers along secondary commercial corridors – Puente Avenue, Aroma Avenue/Azusa Avenue, Amar Road/Azusa Avenue.
5. Three major districts around three major shopping centers are identified for development of mixed use, pedestrian amenities, and gathering spaces.

## V. Planning Area Land Use Recommendations

In response to the identified Planning Area issues and challenges presented in the previous section, along with policy guidance derived from a review of planning documents, and comments received through stakeholder engagement, the following presents high-level recommendations to guide the development of overall policy and General Plan land use changes in the ESGV. Section VI, Community Issues, Opportunities, and Recommendations, in the following section provide maps and specific guidance on where to apply these recommendations within the 24 unincorporated communities.

### Land Use Pattern

- **Direct development to urbanized areas.** Identify vacant, infill, and underutilized properties near employment, along major commercial corridors and intersections, near catalyst projects, and near major transit areas and potential Bus Rapid Transit to support a balance of employment opportunities, services, facilities, mixed-use, and/or multifamily housing.
- **Cluster development for hazard and resource protection.** Avoid growth in areas that require altering major drainage channels, tributaries, wetlands, and habitat areas. Limit the overall extent of suburban development where it poses risks to sensitive resources, habitat fragmentation, wildlife corridors, and hazard areas. Limit the development of roads and other infrastructure in these areas, which can result in additional impacts.
  - Review current zoning/LUP for the undeveloped hillside areas and make changes as needed to limit potential exposure to hazards and habitat impacts from possible future development and open space preservation.
- **Support density only with diversity and improved mobility.** Take care not to add residential density without enhancing walkability, to prevent exacerbating current traffic, air quality, and other issues. Create a mix of different land uses, including homes, retail, services, and places of work, near each other. If densities are increased, ensure that it is done in tandem with multimodal mobility improvements, as needed, and supporting the needs of the neighborhoods with services and amenities within walking distance.
- **Create central, walkable districts.** Create a central district, unique to each community, with places to walk and socialize, with signage, public art, shared parking, and other community beautifying elements.
- **Create connected neighborhoods through design.** Design neighborhoods so that they are more connected, especially for pedestrians, to allow easier access to parks, retail, services, and public facilities and address impacts of suburban development and climate change.
- **Increase housing and mixed-use developments.** Increase opportunities for mixed-use and multifamily housing, especially near transit and commercial areas and on centrally located vacant properties.
- **Enhance commercial corridors and intersections.** Major commercial corridors should function not just as travel routes, but as destinations in themselves with a variety of services, amenities, jobs, and even residential uses, in a design that promotes active lifestyles. These areas can be centers of social gathering and vibrancy. Identify areas lacking in amenities and enable a greater mix of uses, while proactively recruiting uses, as appropriate, to service the needs of local residents.

- **Limit industrial near residential.** Implement the County’s Green Zones program to require industrial uses that are near residential to have additional regulations on operations, buffering, and truck access to their properties.
- **Create a light industrial flex zone.** For properties that are used as workshops or light warehousing, create a flexible, light industrial zone to allow for commercial uses and light industrial uses.
- **Coordinate with local jurisdictions.** Cities in ESGV are creating or enhancing downtown areas and major roads near transit to revitalize commercial centers and create walkable, connected neighborhoods with housing nearby. Identify areas of shared boundaries with adjacent jurisdictions and review land uses for consistency and programs to leverage. The County and Cities should coordinate and collaborate on land use and mobility approaches for mutual benefit.
- **Increase park space.** Identify opportunities for more park space in park-poor communities in the central valley area, such as Valinda, South San Jose Hills, and West Puente Valley.
- **Adjust land use designations**
  - Convert Rowland Heights and Hacienda Heights Community Plans to General Plan land use policy categories.
  - Revise designations for open space properties when zoning/LUP is not open space.
- **Upgrade water channels.** The various water channels and tributaries that flow through the Planning Area have the potential to be upgraded to urban pathways, thus enhancing access greenways. Most communities in the Planning Area are close to a water channel, which could provide connection to the San Gabriel River pathway and regional parks.

## Housing

- **Create diverse housing options.** Accommodate changing housing needs, including an increased need for senior housing, individuals living alone, and affordable housing options for all incomes.
- **Focus infill housing strategically.** Identify opportunities for infill housing near major roads and transit to deter developing in undeveloped areas. Provide housing near jobs, transit, services, and public facilities.
- **Be mindful of housing siting considerations.** Balance housing development with environmental impacts; and be strategic about increasing housing densities where there is accessibility to or opportunity for nearby amenities, including major transit, everyday services, schools, parks, and jobs.
- **Limit housing development in sensitive areas.** Limit housing in hillside areas, which are prevalent in the foothills of the San Gabriel Mountains, San Jose Hills, and Puente Hills, as they can pose issues with increased threats from wildfires as well as cause impacts to sensitive native vegetation and animals.
- **Preserve scenic hillsides.** Preserve the scenic hillsides, and views to the hillsides, as they are a valuable resource and identity feature for the ESGV communities.
- **Coordinate housing needs with neighboring cities.** The unincorporated county communities do not operate and are not experienced in isolation. Work with Cities and

leverage each other's efforts to improve wellbeing and access to resources for County residents.

## Nonresidential

- **Identify horizontal mixed-use opportunities.** Research options to facilitate and incentivize horizontal mixed-use developments on large commercial properties.
- **Leverage existing community strengths.** When determining how to grow employment opportunities, consider creating new opportunities that add value to current industries. For example, ESGV is known for its restaurants, and the restaurant industry is constantly shifting and adapting to survive, particularly during the COVID-19 pandemic. For example, the County could support and leverage this industry by attracting industries that support restaurants (e.g., contactless and kitchen automation technology manufacturers); enabling and encouraging restaurants to diversify revenue streams (e.g., restaurant-bar-store that provides classes, retail, and tastings while serving food and drinks); improving the public realm around restaurants to attract pedestrians; hosting food tours throughout the valley; etc.
- **Incentivize parcel consolidation.** Research incentives to consolidate commercial properties.
- **Implement General Plan Opportunity Areas.** The Planning Area Framework highlights opportunity areas within several communities. The opportunities are identified as Corridors, Industrial Flex, and Industrial Opportunity, as described below and mapped within Section VI, Community Issues, Opportunities, and Recommendations.
  - *Corridors.* These are identified as major transportation routes that connect neighborhoods, employment centers, and public facilities. They have the capacity to provide a mix of land uses for housing and commercial, and play a central role within the community. There is potential for increased design improvements to promote active transportation and living streets. Corridor opportunities are found within the Charter Oak and Avocado Heights communities and are described in more detail under the Community Issues, Opportunities and Recommendations section of this report.
  - *Industrial Flex.* These areas are identified as currently containing industrial uses with opportunity for non-industrial uses and mixed uses, including light industrial and office/professional uses compatible with residential uses. These industrial areas have small lots and cannot accommodate industrial growth. Industrial Flex opportunities are found within the Avocado Heights and South San Jose Hills communities and are described in more detail under the Community Issues, Opportunities and Recommendations section of this report.
  - *Industrial Opportunity.* These areas are identified as economically viable, employment-rich industrial areas that should be protected from incompatible uses, such as residential and other sensitive uses, and be supported to expand local employment opportunities. Industrial opportunities are found within the Hacienda Heights and Rowland Heights communities and are described in more detail under the Community Issues, Opportunities and Recommendations section of this report.

## Parking and Mobility

- **Focus growth opportunities near transit.** Identify opportunities for growth in SCAG's Priority Growth Areas.

- **Improve and reduce parking.** Make it easier for parking to be shared among different uses that have different parking needs at different times of day. Also, consider eliminating or significantly reducing parking requirements within a half-mile of a major transit stop, particularly for infill housing opportunities, and reducing parking requirements in existing single-family neighborhoods where “missing middle” housing is allowed. Consider the tradeoff between sufficient parking and affordable housing, as parking adds cost and reduces the feasibility of affordable infill housing.

## VI. Community Issues, Opportunities, and Recommendations

This section identifies the land use issues, challenges, opportunities, and recommendations to consider for each of the 24 unincorporated communities in ESGV. A similar format is followed for each community, to include: (1) a brief description of the community, (2) a summary of identified community concerns, if any, (3) issues and challenges, and (4) opportunities and recommendations. Opportunities and recommendations focus on areas to target growth and revitalization, as well as areas to avoid or conserve, based on the previous section, Planning Area Recommendations. It should be noted that this is a high-level analysis to initiate further conversations and decisions with the County, which will lead to more specific land use recommendations, goals and policies in the Draft Land Use Element. **Figures 4 through 27** provide a figure of each community with pertinent information to guide this analysis.

### 1. Avocado Heights

As shown in Figure 4, the Avocado Heights community is 2.5 square miles located in the western part of the Planning Area, and the community has a population of 14,064 (5,652 per square mile). Avocado Heights has an agricultural and ranching history. The community has a tradition of animal keeping on residential lots including horses and chickens and associated structures. The community is relatively flat and the main streets are ordered in a grid, making it easier to get across the community. The community has a mix of land uses, including residential next to industrial, as well as a major commercial corridor on the west end of Valley Boulevard, and a major commercial intersection at Workman Mill Road and Don Julian Road. Valley Boulevard has a high concentration of industrial uses as well at the east end, and runs along the Southern Pacific Railroad right-of-way. Two equestrian districts are located in the community’s southeast area, the Avocado Heights and Trailside Ranch Equestrian Districts. Equestrian districts permit a greater number of horses than normally allowed in the unincorporated county communities. The predominant existing land uses are single-family residential (58 percent), industrial (14 percent), and institutional (12 percent).

#### A. Community and Stakeholder Engagement

- **Land use concerns.** The community expressed the need for more affordable housing, more local shops, better design standards for Valley Boulevard and along commercial corridors, and the monitoring on industrial sites.
- **Transportation and safety concerns.** The community expressed the need for walking and biking infrastructure, improved sidewalks, safer walking paths, safer strip mall layouts, and expanded transportation options (i.e., Metro Gold Line, more buses on



Valley Boulevard, and a community shuttle). Safety concerns also include perceived lack of safety and maintenance.

- **Equestrian concerns.** The community has expressed desire for preservation of equestrian uses on residential properties and has expressed concern regarding lack of safety and maintenance of equestrian trails along roads.
- **Air quality concerns.** The community has expressed concerns regarding the air quality effects of Quemetco, the battery recycling facility.

### ***B. Issues and Challenges***

- **Industrial/residential interface.** Many of the industrial sites within the community are across the street from residential buildings, creating issues related to traffic, noise, and light that are not conducive to daily living.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

### ***C. Opportunities and Recommendations***

- **Vacant/underutilized land.** vacant parcels are predominantly spread all throughout the community, primarily north of the east-west storm drain canal and between Workman Mill Road and the proposed Class I bike path. A majority of the vacant parcels are in a single-family residential designation.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections:* Major corridors include Workman Mill Road, Valley Boulevard and 7<sup>th</sup> Avenue. A significant opportunity exists at and near the intersection of Valley Boulevard and Workman Mill Road for additional local shops.
  - *General Plan Opportunity Area:* An Industrial Flex District and Corridor opportunity to extend along Valley Boulevard between Temple Avenue and Vineland Avenue.
    - **Corridor.** Valley Boulevard functions heavily as an industrial transportation route for the nearby industrial uses with rail lines adjacent. The uses are a mix of varying degrees of industrial and commercial. The street environment is not pedestrian friendly. For Valley Boulevard to more successfully promote commercial uses in the flex opportunity areas, the road should be redesigned.
    - **Industrial Flex.** While some properties are currently used for industrial purposes, the parcels are shallow. There is an opportunity for transition to commercial uses to support high-employment industrial sites. The corner of Vineland Avenue in the City of Industry operates a year-round swap-meet and drive-in theater. These areas present opportunities for more local commercial and retail services, as well as a mix of other compatible uses.
  - *Active transportation (AT) Routes:* A proposed Class II bike path is planned along Workman Mill Road connecting to an existing Class I path at the southern end of the

community, which is proposed to extend in both directions, leading east to the industrial employment area. An AT route starts between South El Monte and Pellissier Village (western region of Avocado Heights) and joins Workman Mill Road. New development in growth areas should provide clear connections to the AT routes.

- *Potential AT connector.* As limited opportunity areas exist along Workman Road, yet many sites are identified along the channel located between Workman Mill Road and the California Country Club, there may be an opportunity for a new multi-use path route along the channel that connects Workman Mill Road to the California Country Club, and then extends south to the AT route.
- **Potential central walkable district.** There is a major centralized aging retail area near the intersection of Workman Mill Road and Don Julian Road that could be an opportunity for a central district.
- **Areas to protect/avoid.** Several incompatible areas exist for sensitive resources, including near the San Gabriel River Freeway (north) and Pomona Freeway (south) adjacent to the community, and near active freight that runs parallel to the borderlines of the community in the north and the south.







*Representative images of Avocado Heights, including a single-family home, the San Gabriel River path, an equestrian facility, and a commercial center.*



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## 2. Charter Oak

As shown in Figure 5, the Charter Oak community is located in the northern portion of the Planning Area and largely consists of residential properties. The residential streets in the area usually end in cul-de-sacs and dead ends. The remaining land consists of some commercial and government uses, including parks, public facilities, and infrastructure. The Metrolink San Bernardino line runs through the community with the closest rail stop being the Covina Station in the city of Covina. A 12-acre park, Charter Oak Park, is located in the center of the community. The predominant existing land uses in the community are single-family residential (72 percent), multifamily residential (14 percent), and commercial (5 percent). The Charter Oak community is one square mile and has a population of 10,078 (9,888 per square mile).

### A. *Community and Stakeholder Engagement*

- Housing and Neighborhoods:
  - Provide more affordable housing options
  - Increase housing density and ensure that it fits with the community character
  - Create better infrastructure for housing and growth
- Retail and Other Commercial Uses:
  - Provide smaller markets that are accessible by walking
  - Create centralized retail
  - Improve retail building aesthetics, as buildings are aging

### B. *Issues and Challenges*

- **Active freight:** The San Bernardino Line runs perpendicular to E. Covina Boulevard in the eastern portion of the community through a single-family residential neighborhood. This presents a challenge because the active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Vacant/underutilized land.** There is very limited vacant and underutilized land in the community. Sites are dispersed, precluding major growth opportunities in any given location. Vacant sites are predominantly found in the H-9 and H-18 General Plan designations (mostly in the northern region of the community).
- Lack of walkability. The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

### C. *Opportunities and Recommendations*

- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* Employment areas exist within commercial centers along E. Arrow Highway and N. Grand Avenue; both corridors are partially located within a half-mile radius of a major transit center. These corridors present opportunities for

mixed-use and a diversification of land uses, particularly at key neighborhood nodes at S. Glendora/E. Arrow, E. Arrow/Bonnie Cove and W. Arrow/S. Valley Center.

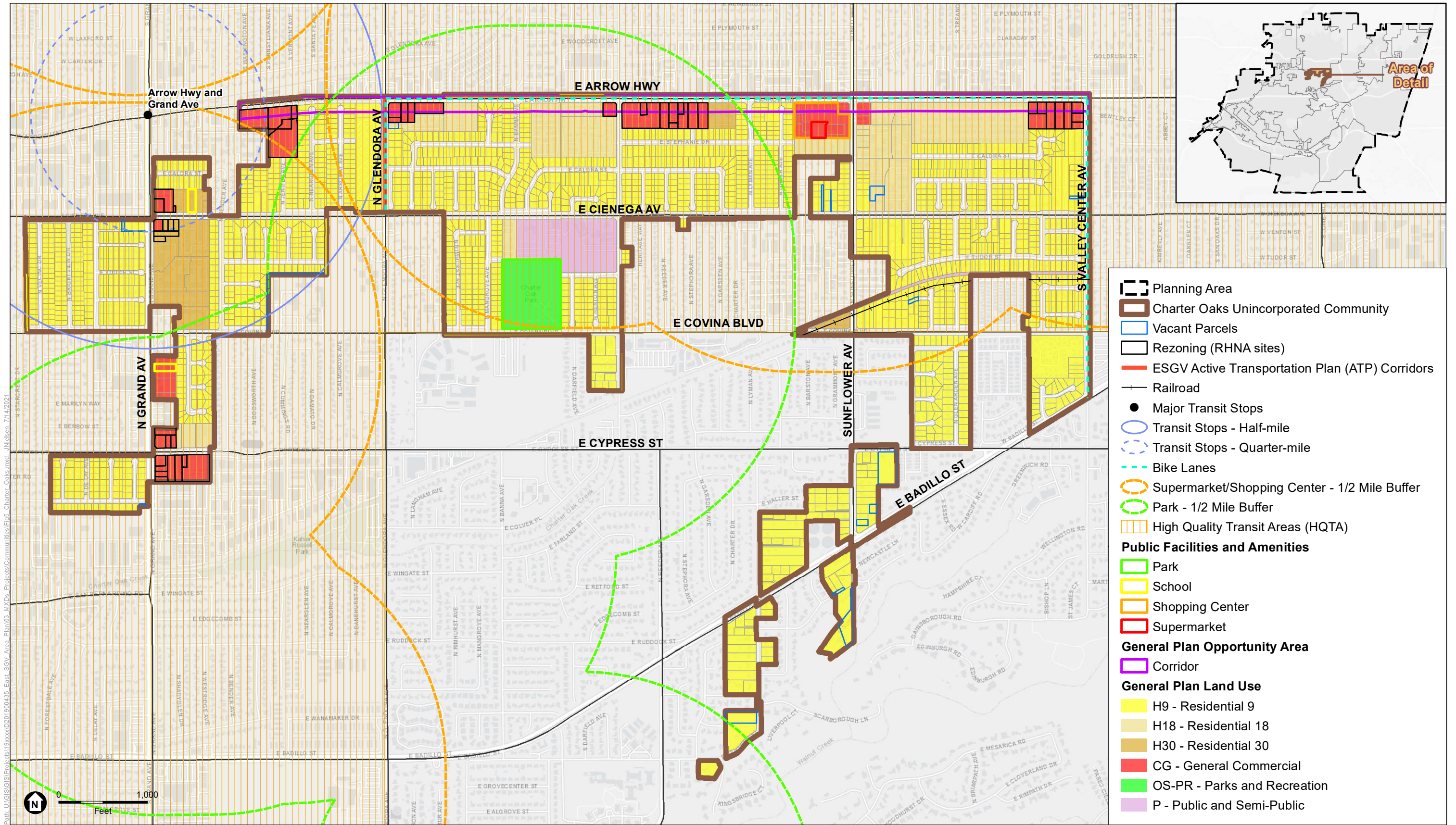
- *Major transit areas.* The intersection of Arrow Highway and S. Grand Avenue is identified as a major transit location. Within the half mile walking radius around the station includes portions of the community north of Covina Boulevard and west of Glendora Avenue. As this area already includes higher density residential (H30), an opportunity potentially exists to increase densities broadly within this area.
- *Major corridors/intersections.* Corridor revitalization opportunities exist in the following locations:
  - Valley Center Avenue between Arrow Highway and E. Cienega Avenue
  - Covina Boulevard – the north side, east of Sunflower Avenue, which contains deep lots of the size needed for significant redevelopment
  - Cypress Street – the south side across from Glen Oak Elementary, east of Sunflower; and east of N. Grand Avenue
  - Lyman Avenue – east side, north of E. Badillo Street
  - E. Renshaw Street – south of Scarborough Lane
- *General Plan Opportunity Area.* The majority of E. Arrow Highway, on the south side, is identified as a Corridor opportunity in this community. Arrow Highway contains a mix of commercial and residential uses and has the potential for an improved public realm to promote active transportation and community vibrancy. Public art, placemaking, and community identity also have a role in improving the success of this corridor. The north side of Arrow Highway is within the city of Glendora, which recently adopted the Arrow Highway Specific Plan. Opportunities exist to coordinate commercial enhancements with key nodes identified in the Specific Plan for catalytic projects, including at Grand Avenue, Bonnie Cove Avenue, and Sunflower Avenue.
- *Active transportation (AT).* A proposed Class II bikeway is planned along E. Arrow Highway, N. Glendora Avenue, and S. Valley Center Avenue. An AT route begins on N. Glendora Avenue, runs parallel to E. Arrow Highway, then runs on S. Valley Center Avenue, providing additional support for growth and revitalization east of Glendora Avenue and along Arrow Highway. New development in growth areas should provide clear connections to the AT routes.
- **Potential Central Walkable District.** The 120-acre Charter Oak Park in the center of the community presents an opportunity to create a central walkable district by diversifying uses and creating connections to the major node opportunity at N. Bonnie Cove and E. Covina Boulevard.





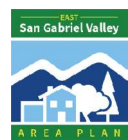


*Representative images of Charter Oak, including commercial center, single-family neighborhood, school, and park.*



SOURCE: ESRI; Los Angeles County GIS; Nemap; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 5**  
Charter Oaks

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### 3. Covina Islands

As shown in Figure 6, the Covina Islands community is located in the northwest part of the Planning Area and is made up of five separate areas with a largely flat terrain and curving streets with many cul-de-sacs. Most of the land in this area is used for single-family residences. Other uses include multifamily residences, parks, and public/semi-public uses. The I-210 Freeway provides this community with access to other communities and major freeways. Dalton Park, which includes basketball courts, a baseball field, and playground equipment, is the only park located within the boundaries of the community; however, several parks are found in nearby cities. Big Dalton Wash bisects the northern part of the community and the San Dimas Wash forms the northern boundary of the southern section of the community. The predominant existing land uses in this community are single-family residential (86 percent), government (6 percent), and institutional (2 percent). The Covina Islands community is 1.3 square miles and has a population of 16,104 (12,332 per square mile).

#### A. *Community and Stakeholder Engagement*

- Housing and Neighborhoods:
  - Provide more affordable housing options
  - Increase housing density and ensure that it fits with the community character
  - Create better infrastructure for housing and growth
- Retail and Other Commercial Uses:
  - Provide smaller markets that are accessible by walking
  - Create centralized retail
  - Improve retail building aesthetics, as buildings are aging

#### B. *Issues and Challenges*

- **Freeway Adjacency.** The Foothill Freeway runs through the northern part of the community, creating air quality issues for homes directly south of the freeway.
- **Residential/industrial interface.** There is a light manufacturing zone near Arrow Highway and Barranca Avenue with a residential area across the street from the site, creating issues related to traffic, noise, and light that are not conducive to daily living.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

#### C. *Opportunities and Recommendations*

- **Vacant/underutilized land.** A majority of the vacant land appears to be adjacent to a waterway or walking path, eventually meeting the active transportation line. This has the potential to create an urban pathway and enhance greenways. There are several vacant parcels in the southwest of the community. The remaining vacant parcels are in the southeast within the industrial area.

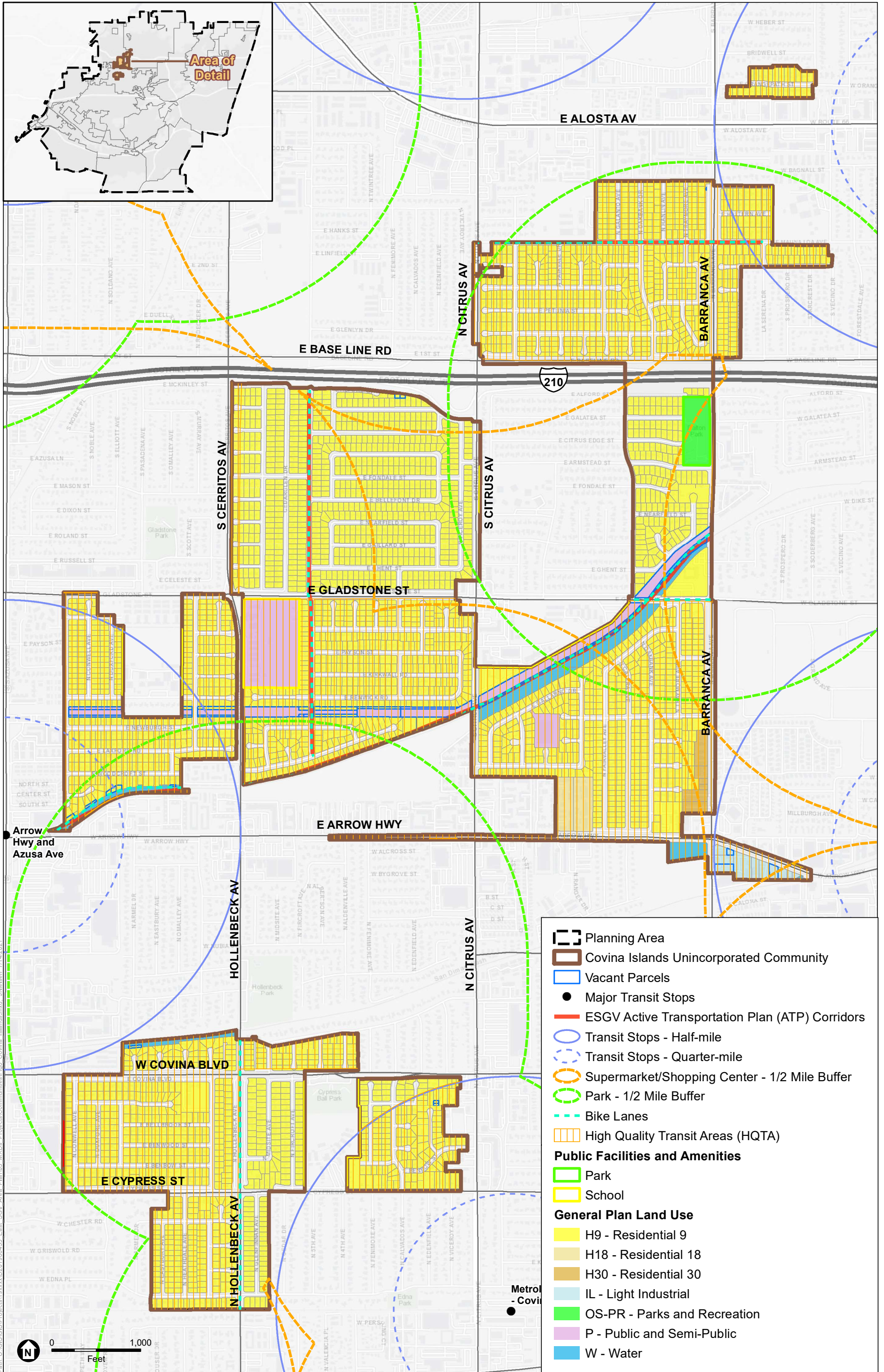
- **Upgraded water channel.** The Big Dalton Wash and San Dimas Wash waterways present in the community provide opportunities to create urban pathways and to enhance greenery.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* An industrial employment center exists on Arrow Highway, east of Barranca Avenue, which includes several vacant sites and which lies within a half-mile radius of a major transit stop.
  - *Major corridors/intersections.* Corridor revitalization opportunities exist in the following locations:
    - Cypress Street, west of Citrus Avenue – large deep lots adjacent to Elementary school present opportunities for growth;
    - Hollenbeck Avenue south of Covina Boulevard;
  - *Major transit areas.* Three parts of the community fall with the half mile radiuses of three different major transit areas. These areas of the community include: (1) the northwestern part, east of Cerritos Avenue and north of Arrow Highway, surrounding Murray Elementary School; (2) the light industrial employment center on Arrow Highway, east of Barranca Avenue; and (3) in the southern portion of the community south of Covina Boulevard and east of Citrus Avenue. The northern area around the school also contains active transportation and a linear public right of way, presenting opportunities for growth. Each of these areas should be explored for opportunities to increase residential densities and/or create walkable neighborhoods and districts.
  - *Active transportation (AT) routes.* The San Bernardino AT line runs adjacent to the southern part of the community. There is a Class I proposed bike path that follows the active transportation path and terminates at Barranca Avenue. There is a class III proposed bike path that follows the AT route that runs perpendicular to the Foothill Freeway. Two other Class III proposed routes run along a portion of E. Gladstone Street that intersects with an AT route; and along Hollenbeck Avenue. New development in growth areas should provide clear connections to the AT routes.
- **Potential central walkable district.** The majority of this community is single-family, without any commercial services, yet with existing and proposed AT routes and major transit zones. As such, opportunities should be explored further to create commercial nodes at key intersections along AT routes and within the three major transit zones. Enhancing the Edison easement as a central open space corridor could also create a unifying amenity for this community.
- **Areas to protect/avoid.** Areas along the Foothill Freeway and adjacent to the industrial center should be avoided for new sensitive uses.



*Representative images of Covina Islands, including single-family residential homes and a walled corridor limiting pedestrian connectivity.*

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 6**  
Covina Islands

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## 4. East Azusa

As shown in Figure 7, the East Azusa community is located in the northwestern part of the Planning Area and is divided into three areas. The north and west areas are mostly natural, hilly open space and rural land areas that can only be accessed by private roads. Elevation in these areas range from 750 feet to 1,600 feet. The southern section is a residential area located on flatter land with straight streets, while curving roads rise into the hillside. The San Gabriel River runs through the northern portion of East Azusa, with small waterways flowing toward the river throughout the north and west sections. The predominant existing land uses in the community include single-family residential (81 percent), government (15 percent), and institutional (2 percent). The East Azusa community is 0.4 square miles and has a population of 243 (554 per square mile).

### A. *Issues and Challenges*

- **Hazards.** The majority of East Azusa is within the high fire hazard zone, with the exception of the area east of Barranca Avenue and south of Sierra Madre Avenue.
- **SEA:** The San Gabriel Canyon SEA designation is present in the hillside areas as well as all of the northernmost parts of the community. This makes it challenging to direct growth in or adjacent to these areas, as preservation is a priority.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

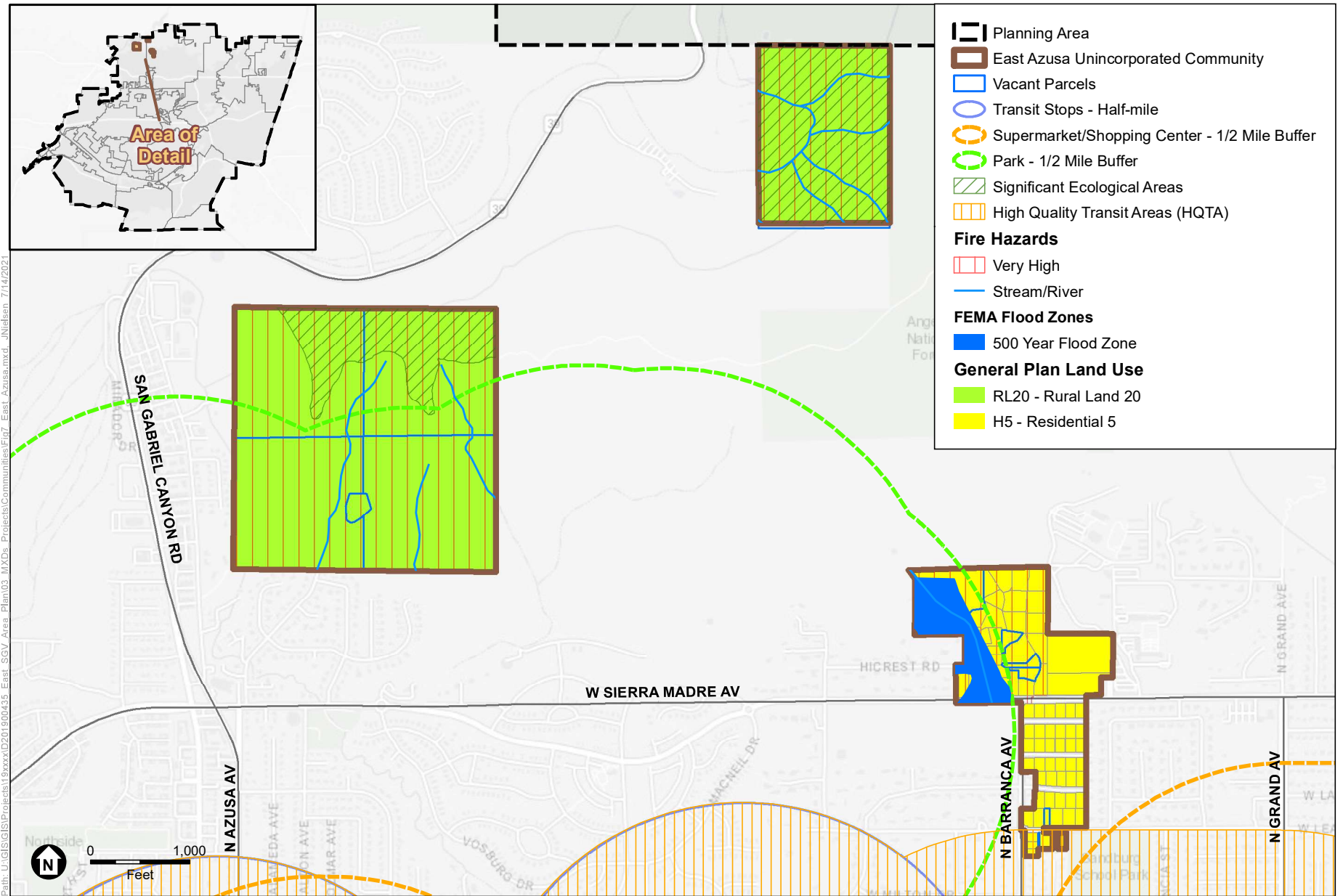
### B. *Opportunities and Recommendations*

- **Vacant/underutilized land.** While some vacant land exists close to and in the hillside area, they are all within the SEA and high fire hazard zone. Two vacant lots also exist in the southern portion of the community.
- **Upgraded water channel.** The San Gabriel River present in the community provides an opportunity to create an urban pathway and to enhance access to greenery.
- **Opportunities to direct growth and revitalization.** There are no appropriate areas to direct growth in this community.
- **Areas to protect/avoid.** Protect the hillside areas and avoid growth in the SEA and high fire hazard zone.





*Representative images of East Azusa, including hillside home and decorative landscaping.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 7**  
East Azusa

## 5. East Irwindale

As shown in Figure 8, the East Irwindale community is located in the northwest portion of the Planning Area and is a predominantly residential community. The community is generally flat with a curvilinear street layout, mostly ending in cul-de-sacs. The land uses of the community are largely homogenous, with over 80 percent of the land used for single-family residential. Other uses include schools, pockets of commercial at major intersections, and the large Valleydale Park in the northern portion of the community. Valleydale Park is in the northern portion of East Irwindale and is the only park located within the community. San Dimas Wash and Big Dalton Wash intersect in the center of the community and join the Little Dalton Wash to the west of the community, which eventually joins the San Gabriel River to the west. The predominant existing land uses in the community include single-family residential (84 percent), government (10 percent), and multifamily residential (2 percent). The East Irwindale community is 1.5 square miles and has a population of 16,700 (11,250 per square mile).

### A. *Community and Stakeholder Engagement*

- Housing and Neighborhoods:
  - Provide more affordable housing options
  - Increase housing density and ensure that it fits with the community character
  - Create better infrastructure for housing and growth
- Retail and Other Commercial Uses:
  - Provide smaller markets that are accessible by walking
  - Create centralized retail
  - Improve retail building aesthetics, as buildings are aging

### B. *Issues and Challenges*

- **Active freight.** Rail is located in the southern region of East Irwindale, between the major corridors of Cypress Street and San Bernardino Road, bisecting the community. This presents a challenge because the active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Active mining.** Active mining exists near residential to the east of Vincent Avenue, which presents several challenges to planning and existing communities, such as erosion, contamination of soil, ground and surface water, and poor air quality.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Industrial/residential interface.** Industrial areas just outside the community, including within Baldwin Park and Azusa, are across the street from residential buildings, creating issues related to traffic, noise, and light that are not conducive to daily living

### C. *Opportunities and Recommendations*

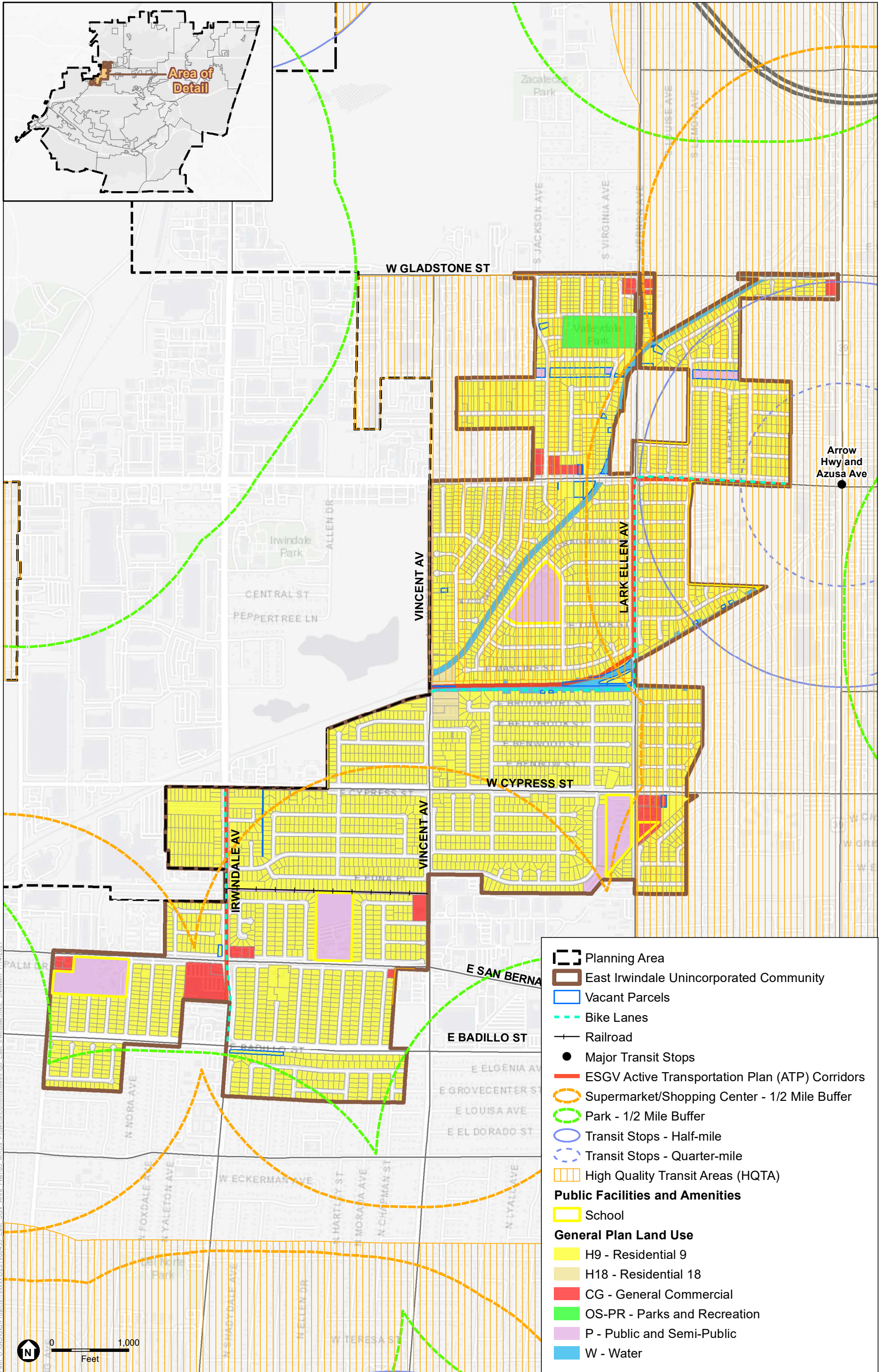
- **Vacant/underutilized land.** Vacant lots are found mostly in residential areas in all parts of the community, with a few scattered vacant lots in commercial and public/semi-public areas.
- **Upgraded water channel.** The Big Dalton Wash and San Dimas Wash waterways present in the community provide opportunities to create urban pathways and to enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections.* There is a large aging shopping center near the intersection of W. San Bernardino Road and Irwindale Avenue that presents an opportunity for revitalization. Additional revitalization opportunities exist at the following commercial nodes:
    - Southwest corner of Gladstone Street and Azusa Avenue, within the major transit area and at the northeast entrance to the community.
    - Arrow Highway, west of Lark Ellen Avenue and east of Clydebank that backs onto the wash and fronts the nursery and commercial uses. This area is also close to the AT route and proposed bike paths.
    - South side of Renwick Road, east of Clydebank Avenue. This area contains deep lots and backs onto the public easement area, and is also located near the Valleydale Park.
    - Southwest corner of Edna Place and North Vincent Avenue where Father Macguire Country Club is located.
    - San Bernardino Road and N. Irwindale where the Irwindale Square Shopping Center is located.
  - *Major transit areas.* The northeastern region of East Irwindale is within a major transit area that is currently designated as single-family residential (H9). Although this transit zone is not large, it presents an opportunity to increase housing densities and introduce elements that would provide this community with more walkable neighborhoods
  - *Active transportation (AT).* There is a proposed Class II bike path that begins at Irwindale Avenue, and transitions into a proposed Class I bike path while following the active transportation route. The bike path then transitions into a proposed Class III bike path on Lark Ellen Avenue and ends on E. Arrow Highway past Azusa Avenue. The bike path/AT route is centrally located in the community that presents an opportunity to create a central unifying area when combined with other amenities and services. New development in growth areas should provide clear connections to the AT routes.
- **Potential Central Walkable District.** The site of the Tri-Community Griswold Adult Education Center is a large underutilized public/semi-public parcel that could present an opportunity for a major redeveloped mixed-use and walkable district south of the freight line.
- **Areas to protect/avoid.** Areas adjacent to mining, industrial and active freight should be avoided for sensitive uses.







*Representative images of East Irwindale, including frontage roads, lack of bike infrastructure in front of school, and nicely landscaped corner residential lot.*

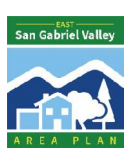


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- Planning Area
- East Irwindale Unincorporated Community
- Vacant Parcels
- Bike Lanes
- Railroad
- Major Transit Stops
- ESGV Active Transportation Plan (ATP) Corridors
- Supermarket/Shopping Center - 1/2 Mile Buffer
- Park - 1/2 Mile Buffer
- Transit Stops - Half-mile
- Transit Stops - Quarter-mile
- High Quality Transit Areas (HQTA)
- Public Facilities and Amenities**
- School
- General Plan Land Use**
- H9 - Residential 9
- H18 - Residential 18
- CG - General Commercial
- OS-PR - Parks and Recreation
- P - Public and Semi-Public
- W - Water

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 8**  
East Irwindale

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## 6. East San Dimas

As shown in Figure 9, the East San Dimas community is located in the northeast portion of the Planning Area and is mostly a residential area. Housing in this area is mostly homogenous as single-family residential buildings makes up 86 percent of the land use. The community is nestled in the hills close to the San Gabriel Mountains. East San Dimas is split into two communities by the Foothill Freeway. The roads that make up the area are small, poorly connected, and tend to end in cul-de-sacs. The area is not easily navigable as pedestrians and vehicles must exit and reenter the community from different sides. The Puddingstone Channel, overseen by the Los Angeles County Flood Control District, bisects the community from north to south. Predominant existing land uses in the community include single-family residential (86 percent), government (5 percent), and commercial (3 percent). The East San Dimas community is 0.2 square miles and has a population of 1,316 (6,245 per square miles).

### A. Issues and Challenges

- **Freeway adjacency.** The Foothill Freeway bisects the community in the northern region. This division of the community makes it difficult to intensify land uses and create walkable neighborhoods, and also creates air quality issues for adjacent residential properties.
- **Puddingstone Channel.** Puddingstone Channel bisects the community from north to south from the foothills to Puddingstone Reservoir.
- **Cul-de-sacs.** The community is filled with small streets that typically end in cul-de-sacs, making navigating East San Dimas particularly difficult.
- **Lack of walkability.** The nature of the street network, terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and Open Space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

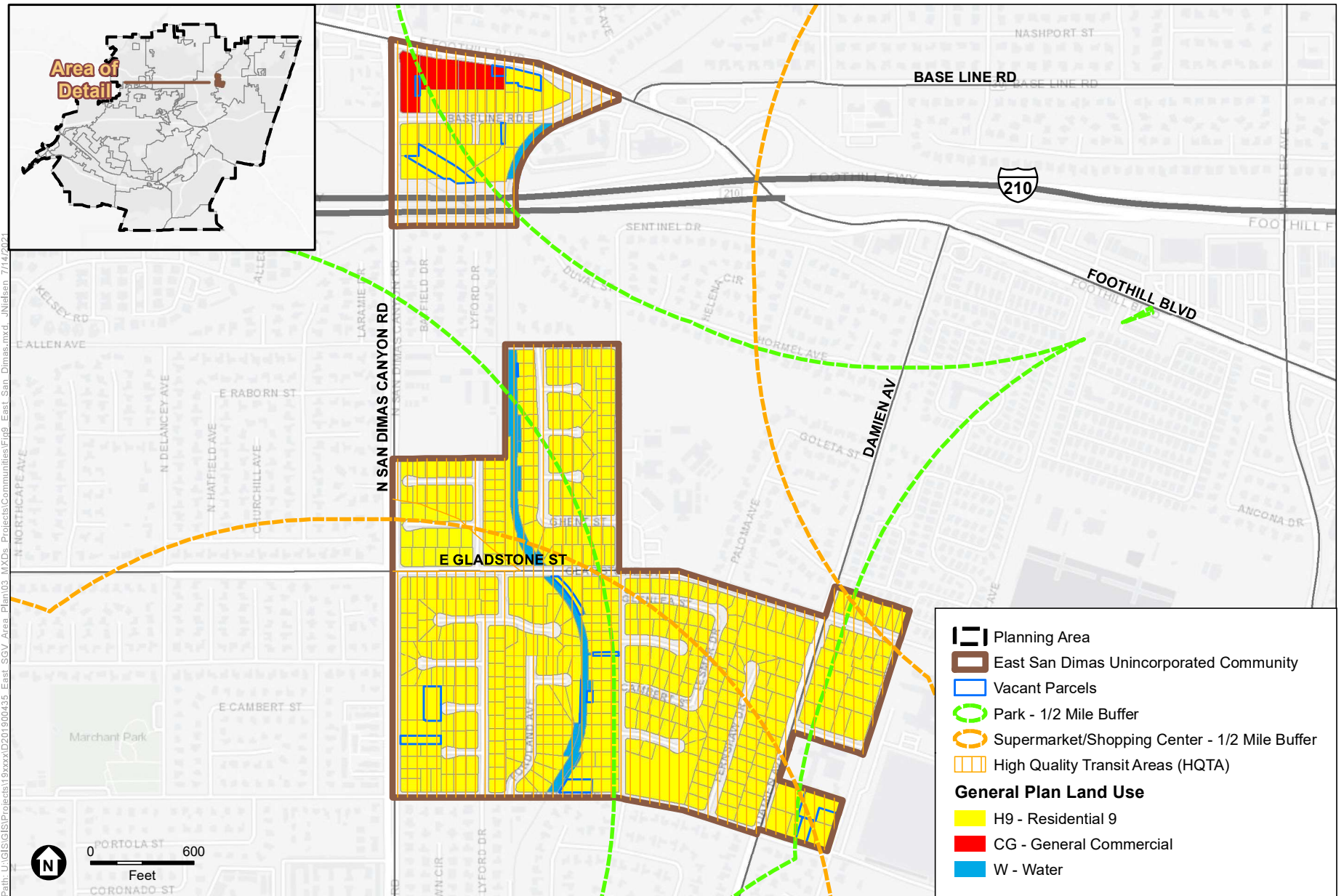
### B. Opportunities and Recommendations

- **Vacant/underutilized land.** Most of the vacant parcels are in the far north or in the south, and along the Puddingstone Channel.
- **Upgraded water channel.** Puddingstone Channel present in the community provides the opportunity to create an urban pathway and enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Major employment center.* The Metropolitan Water District and Weymouth Water Treatment Plant is located to the east of the community, which may present opportunities to increase residential densities in the community if there is a demand for more housing next to this employment center. Many large parcels in the community could be opportunities for infill residential development.
  - *Major corridors/intersections.* The southeast corner of the San Dimas Road/Foothill Boulevard intersection is a large commercial center with nearby residential that contain underutilized/vacant parcels. These areas could be explored as an opportunity to enhance local community amenities.

- *Active transportation (AT).* While there are no existing or proposed AT routes or bike lanes in the community, there may be opportunities to create local bike routes as a means of building community, such as a loop around the community on Gladstone, Damien, Juanita and N. San Dimas Canyon Road, or potentially along the Puddington Channel. Opportunity sites exist along these corridors and along the channel that could be explored in tandem with bike paths.
- **Areas to protect/avoid.** Avoid intensifying areas for sensitive uses near the Foothill Freeway.



*Representative image of East San Dimas, including a single-family residential cul-de-sac neighborhood.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 9**  
East San Dimas

## 7. Glendora Islands

As shown in Figure 10, the Glendora Islands community is located in the northern portion of the Planning Area and is mostly made up of conservation space and parkland that is owned by the City of Glendora and the Glendora Community Conservancy. Part of the area was historically used as a lemon orchard. The area is mostly made up of hills ranging from 1,200 to 2,000 feet above sea level, with slopes facing the southeast and southwest. Small creeks and waterways make their way down the slopes following small drainage channels to join Big Dalton Wash as it flows southwest to the San Gabriel River. Predominant existing land uses in the community include park land (58 percent), conservation land (39 percent), and rural land (3 percent). The Glendora Islands community is 0.39 square miles and has a population of seven (18 per square mile).

### A. *Issues and Challenges*

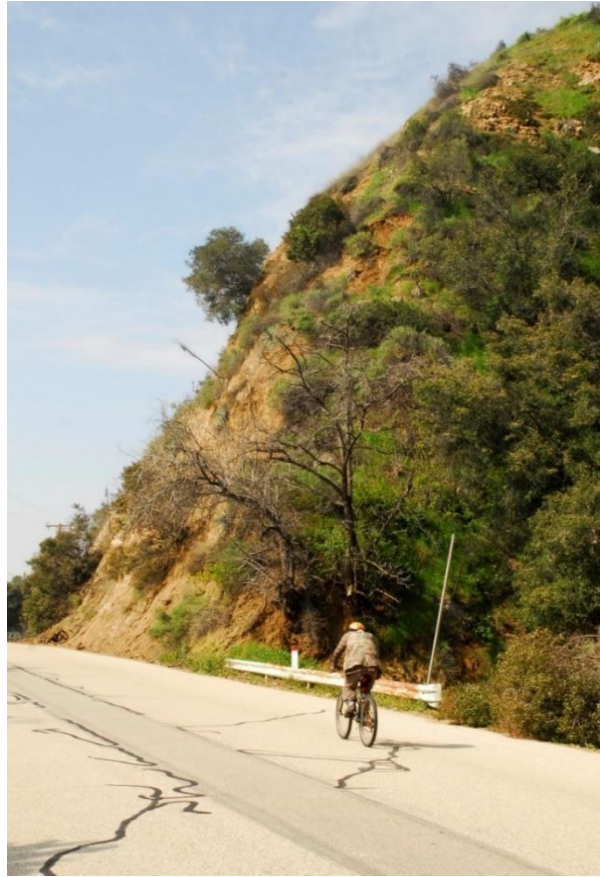
- **Hazards.** All of Glendora Islands falls within the high fire hazard zone.

### B. *Opportunities and Recommendations*

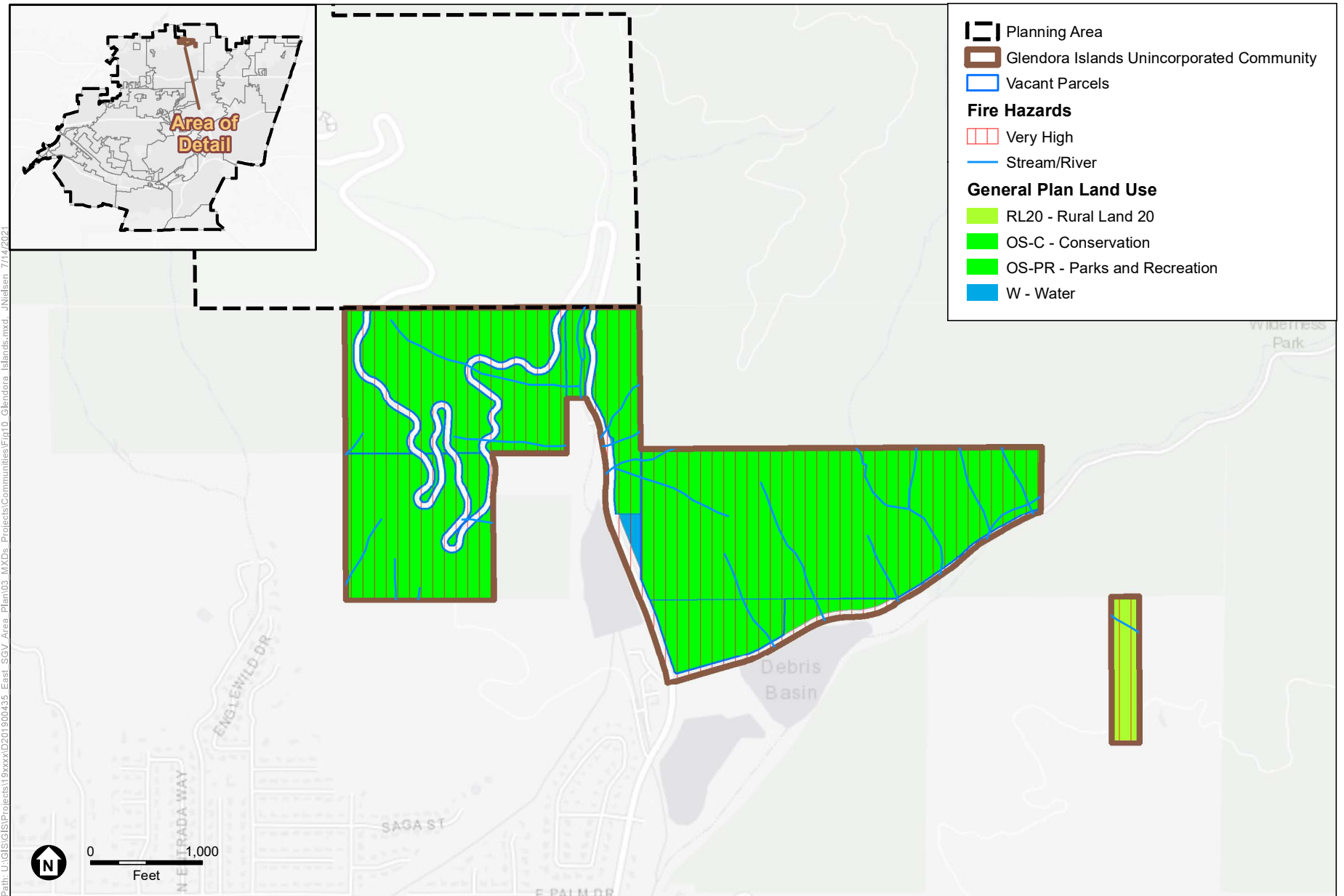
- **Vacant/underutilized land.** One of the vacant parcels outlines a trail in the community, this is most likely Glendora Mountain Road. The other parcel is on a large plot of land that is in the southern region.
- **Bike facilities.** There is a proposed Class III bike path that begins in the northeast of the community and ends in the south, which will offer a valuable recreational amenity for visitors to the community.
- **Areas to protect/avoid.** Avoid growth in this area as it is designated for conservation and within a high fire hazard zone.





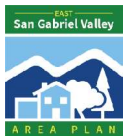


*Representative image of Glendora Islands, including views of the Big Dalton Canyon Wilderness Park, Big Dalton Wash, and remote bike-friendly streets.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 10**  
Glendora Islands

## 8. Hacienda Heights

As shown in Figure 11, the Hacienda Heights community is located in the southwest part of the Planning Area and has an agricultural history but is now mostly a residential community. Part of Hacienda heights is flat, but its southern region is characterized by the Puente Hills. The hills go as high as 1,200 feet above sea level. Hacienda Heights has a mix of land uses. The predominant existing land uses in the community are residential (57 percent), park land (21 percent), and rural land (14 percent). The Hacienda Heights community is 12 square miles and has a population of 55,695 (4,697 per square mile).

### A. *Community and Stakeholder Engagement*

- Housing:
  - Provide for more affordable housing in the area, with consideration of younger families that have lower incomes; repurpose vacant lands for affordable housing.
  - Provide for senior housing in the community, especially in the flatter areas.
- Commercial Centers:
  - Redevelop shopping centers; many buildings are vacant/underutilized and have various issues; many are poorly oriented to harmonious development, are poorly designed from a parking standpoint, and contain several parcels under different ownership, making it difficult to revitalize.
  - The community is especially lacking local retail and grocery stores.
- Safety:
  - Prioritize safety in commercial areas; car break-ins are one example of the issue.
  - Address the air quality effects of Quemetco, the battery recycling facility, which is of special concern to the community.
- Recreation/Parks
  - Provide for a community sports complex, dog park, and parks that are within walking distance.
  - Explore the opportunity to turn closed schools into park space.
  - Preserve underdeveloped hillside.

### B. *Issues and Challenges*

- **SEA.** Areas of the Puente Hills SEA exist along the western and southern borders of Hacienda Heights. This make it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazards.** High fire risk exists in the northwest, west, south, and southeast of Hacienda Heights.
- **Freeway Adjacency.** The San Gabriel River Freeway is just west of Hacienda Heights and the Pomona Freeway runs through the area. This division of the community makes it challenging to intensify land uses and create walkable neighborhoods, and the freeway creates air quality issues for adjacent residential properties.
- **Active Freight.** The Southern Pacific Railroad line runs through the northern region of the community. This presents a challenge because the active freight creates issues related

- to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Residential/Industrial Interface.** Industrial sites in the north near Gale Avenue are located across the street from single-family residences. This makes it difficult to direct intensification of residential land uses in or adjacent to this area because of the impacts that industrial proximity has on sensitive uses.
  - **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

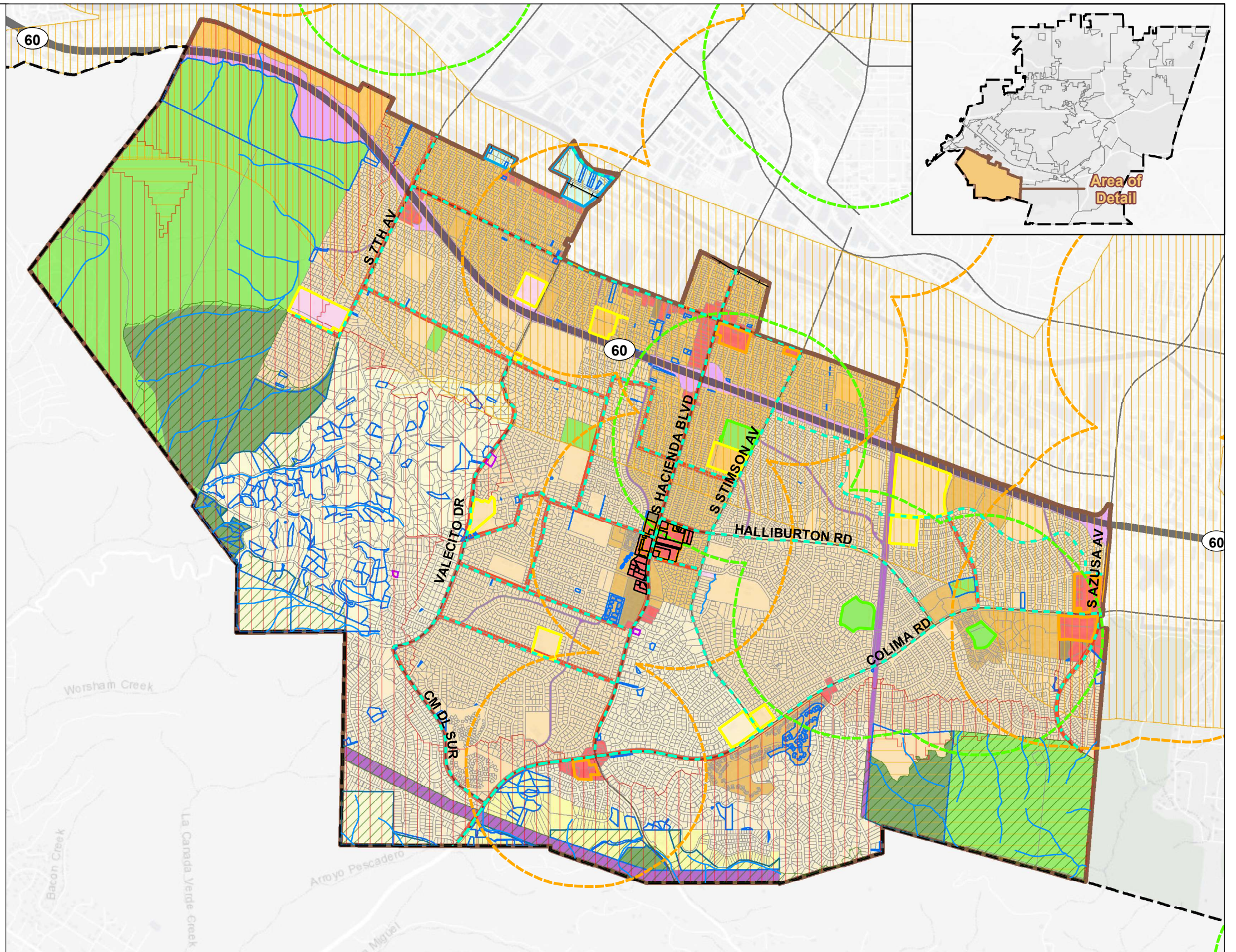
### C. *Opportunities and Recommendations*

- **Vacant/underutilized land:** There are many vacant parcels throughout the community; however, they are located within the very high fire hazard zone and should be avoided. Opportunities for growth are primarily found north of the 60 Freeway and along the channel running north/south, presenting limited opportunities for new affordable and senior housing close to services.
- **Upgraded water channel.** Puente Creek to the north provides an opportunity to create an urban pathway, enhance access to greenery, and connect to regional pathways via the San Gabriel River bike path to the west.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections.* There are residential planned developments around neighborhood businesses in this community, presenting an opportunity to increase housing density in an area that is accessible to services. There are also key nodes within this community, most notably along S. Hacienda Boulevard. The node close to the intersection of S. Hacienda Boulevard and Halliburton Road has a higher concentration of multifamily residential buildings.
  - *Active Transportation:* AT routes are predominantly in the north and center of Hacienda Heights. An existing Class III route travels east from Stimson Avenue to the commercial center at Azusa and Colima Road. A proposed Class III bike paths are planned for streets between Valecito Drive and Hacienda Boulevard as well as along Gale Avenue. A proposed east-west Class I bike path borders the community to the north.
  - *General Plan Opportunity Area:* There is an Industrial Opportunity Area in the north of the community, north of the 60 Freeway near Turnbull Canyon Road. The area is heavily industrial and runs along the railroad lines. This would be an area to focus industrial land uses, and ensure that incompatible uses are not established.
- **Potential central walkable district.** There are several major commercial nodes around which opportunities exist to create walkable districts, especially considering existing and/or planned bike routes lead to these nodes. These include the intersections of Hacienda Heights/Halliburton Road, Azusa Avenue/Colima Road, Colima Road/Hacienda Boulevard and Gale Avenue/Hacienda Avenue. Ensuring a mix of commercial services and amenities, including grocery stores, is key to creating destination points.
- **Areas to avoid/protect.** Several areas should be protected and avoided for targeted growth, including the SEA areas, high fire hazard areas, residential/industrial interfaces and areas immediately adjacent to the freeway and freight lines.



*Representative images of Hacienda Heights, including hillside residential homes.*

- Planning Area
- Rowland Heights Unincorporated Community
- Significant Ecological Areas
- Underutilized Parcels
- Vacant Parcels
- Rezoning (RHNA sites)
- Stream/River
- Bike Lanes
- ESGV Active Transportation Plan (ATP) Corridors
- Supermarket/Shopping Center - 1/2 Mile Buffer
- Park - 1/2 Mile Buffer
- High Quality Transit Areas (HQTA)
- Public Facilities and Amenities**
- Park
- School
- Shopping Center
- Fire Hazards**
- Very High
- High
- General Plan Opportunity Area**
- Industrial Opportunity Area
- General Plan Land Use**
- RL10 - Rural Lands 10 (1du/10ac)
- RL2 - Rural Lands 2 (1du/2ac)
- H2 - Residential 2 (0-2 du/ac)
- H5 - Residential 5 (0-5 du/ac)
- H9 - Residential 9 (0-9 du/ac)
- H18 - Residential 18 (9-18 du/ac)
- H30 - Residential 30 (18-30 du/ac)
- H50 - Residential 50 (30-50 du/ac)
- CG - General Commercial
- P-CS - Public and Semi-Public Community Serving
- P-UF - Public and Semi-Public Utilities and Facilities
- P-TF - Public and Semi-Public - Transportation Facilities
- IL - Light Industrial
- OS-PR - Open Space Parks and Recreation
- OS-C - Open Space Conservation



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 11**  
Hacienda Heights

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## 9. North Claremont

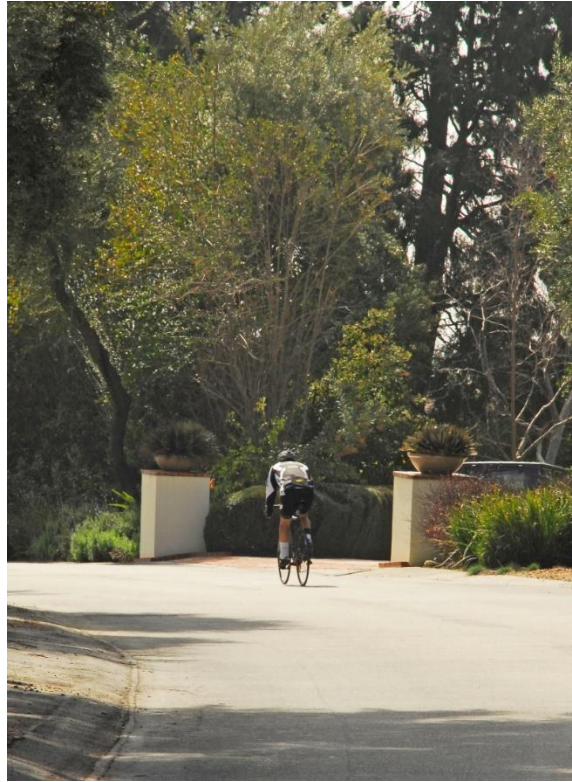
As shown in Figure 12, the North Claremont community is located in the northeast part of the Planning Area and is a mix of open space (part of it is within the Claremont Wilderness park) and residential areas. The residential area was once part of an art-oriented community, as this used to be the location of the Padua Hills art colony. The terrain is steep, ranging from 2,000 feet below sea level and 3,200 feet above sea level. The canyon is also filled with a wide variety of vegetation. Although there are neighborhoods within the area, North Claremont is primarily public open space. Waterways flow downhill, southward through the canyons in the unincorporated part of the Claremont Wilderness Park, and a waterway runs through Padua Hills. Predominant existing land uses in the community include rural land (59 percent), park land (31 percent), and residential (7 percent). The North Claremont community is 0.86 square miles and has a population of 150 (175 per square mile).

### A. *Issues and Challenges*

- **SEA.** The eastern half of the community is within the San Dimas Canyon/San Antonio Wash SEA, mainly in the hills, and not in the residential area. This makes it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazard.** The entire community is located within the very high fire hazard zone.
- **Water.** San Dimas Canyon/San Antonio Wash is designated on the northern parcel.
- **Hillside Management Area.** The entire community is within the County’s Hillside Management Area, which is defined as an area with 25 percent or greater natural slopes and for which special Hillside Design Guidelines are required.

### B. *Opportunities and Recommendations*

- **Vacant/underutilized:** There are some vacant plots of land within the neighborhoods; however, they appear to be on slopes and undevelopable.
- **Areas to avoid/protect.** Being that the entire community is within a high fire hazard zone and partially within an SEA, and is not located within a targeted growth area, this community should be protected and preserved, and avoided for future growth.





*Representative images of North Claremont, including remote hillside homes and canyon views.*

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 12**  
North Claremont

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## 10. North Pomona

As shown in Figure 13, North Pomona is located in the northeast portion of the Planning Area and is divided into two separate areas: the northwest and the southeast. The northwest part is multifamily housing comprised largely of a mobile home park. The southwest part is comprised of single-family homes. The community was once a citrus and agricultural hub. The area has one of the largest population densities in the ESGV at 11,000 people per square mile. Thompson Creek passes through the northwestern tip of the community and connects to the San Jose Creek to the south. Predominant existing land uses in the community include single-family residential (56 percent) and multifamily residential (2 percent). The North Pomona community is 0.05 square miles and has a population of 567 (11,118 per square mile).

### A. *Issues and Challenges*

- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

### B. *Opportunities and Recommendations*

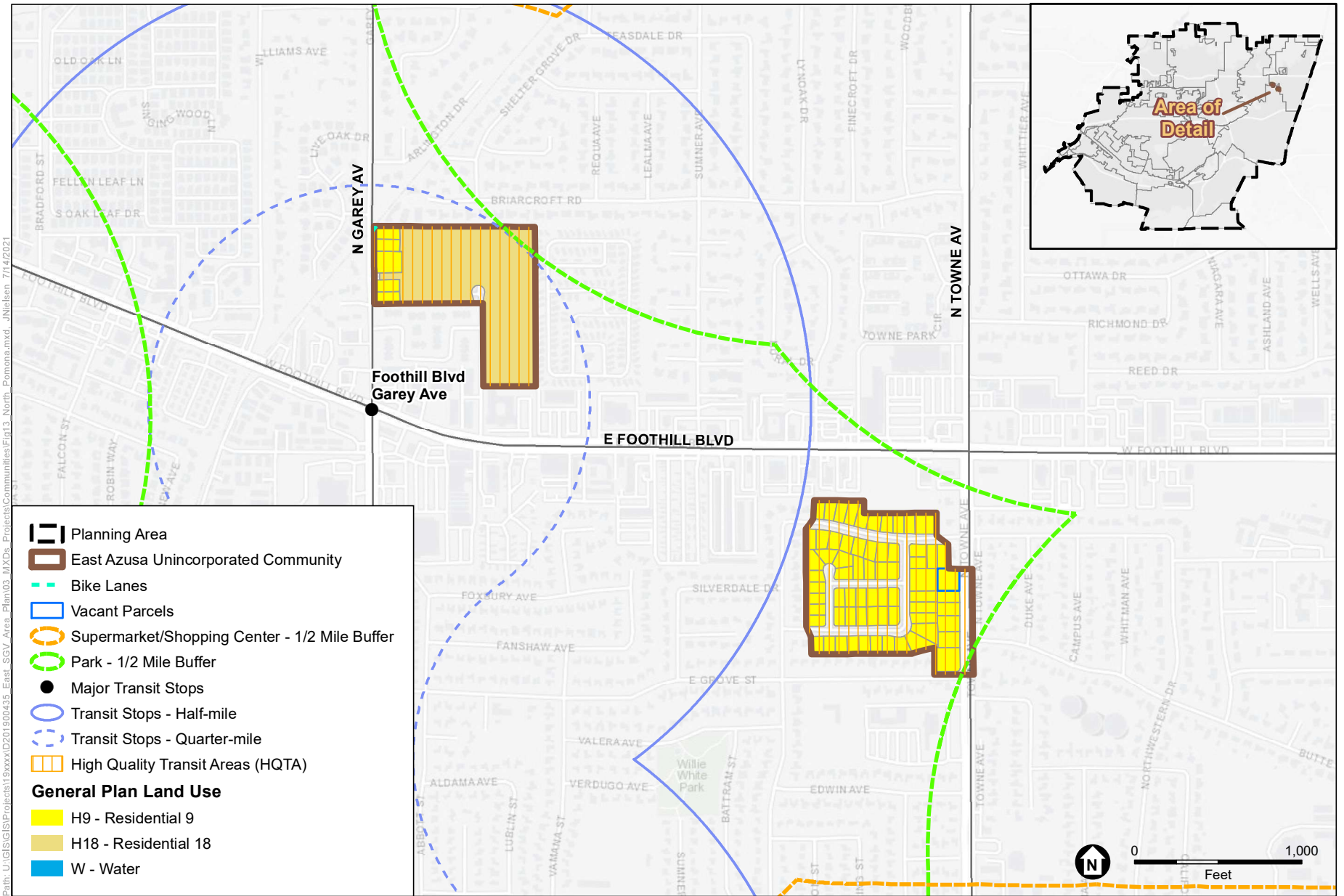
- **Vacant/underutilized area:** There is a parcel of land in the southeast of the community. The area consists of trees and is surrounded by a neighborhood.
- **Opportunities to direct growth and revitalization:**
  - North of this community near the southwest intersection of Foothill Boulevard and Towne Avenue, which could provide opportunities for mixed-use commercial/residential development in coordination with the City to provide more services to this community. Additionally, as both Towne and Foothill are major corridors, consideration should be given to increasing densities broadly within the southern area of this community.
  - *Major Transit Area.* The northwestern part of the community is within a major transit area, which is currently occupied by a mobile homes park, presenting an opportunity to intensify the land use density broadly within this northern area.







*Representative images of North Pomona, including single-family home and views of the San Gabriel Mountains.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 13**  
North Pomona

## 11. Northeast La Verne

As shown in Figure 14, the Northeast Laverne community is located in the northeast region of the Planning Area and is a predominantly rural area with public and semi-public land. The community is made up of open space and a golf course. Northeast Laverne is close to the San Gabriel mountains and has many hills in the north. Land use in this area includes parks and recreation, and public space. The Northeast La Verne community is 1.85 square miles and has a population of 189 (102 per square mile).

### A. *Issues and Challenges*

- **SEA.** A majority of the area falls within the San Dimas Canyon/San Antonio Wash SEA, with the exception of the golf course in the southwest. This makes it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazard.** All of Northeast La Verne falls within the high fire hazard zone.

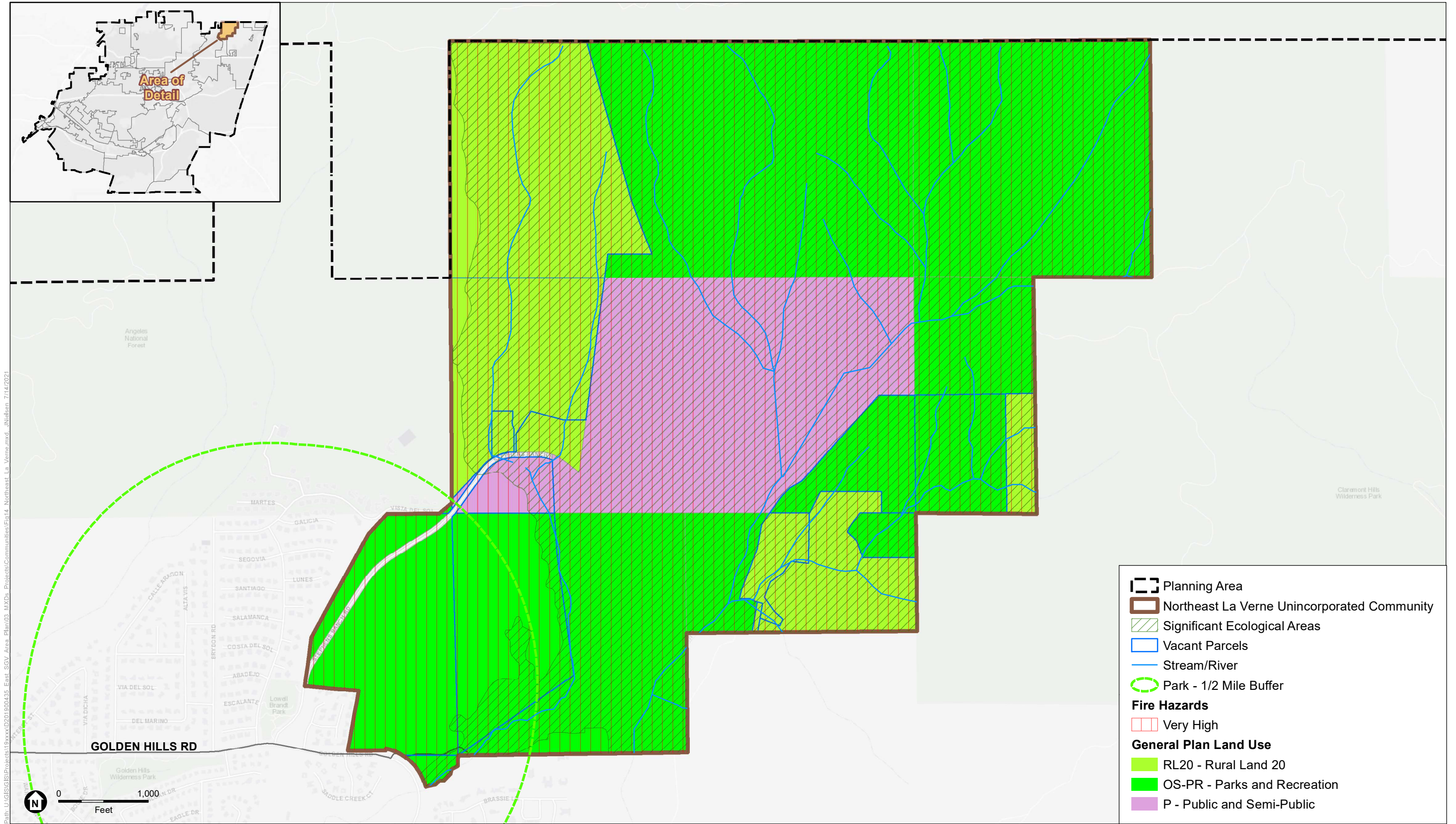
### B. *Opportunities and Recommendations*

- **Areas to avoid/protect.** Being that the entire community is within a high fire hazard zone and mostly within an SEA, and is not located within a targeted growth area, this community should be protected and preserved, and avoided for future growth.





*Views of Northeast La Verne from North Claremont.*



Path: U:\GIS\GIS\Projects\19\xxxx\201900435\_East\_SGV\_Area\_Plan\03\_MXD\Projects\Communities\Fig14\_Northeast\_La\_Verne.mxd, JNilsen, 7/14/2021

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 14**  
Northeast La Verne

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## 12. Northeast San Dimas

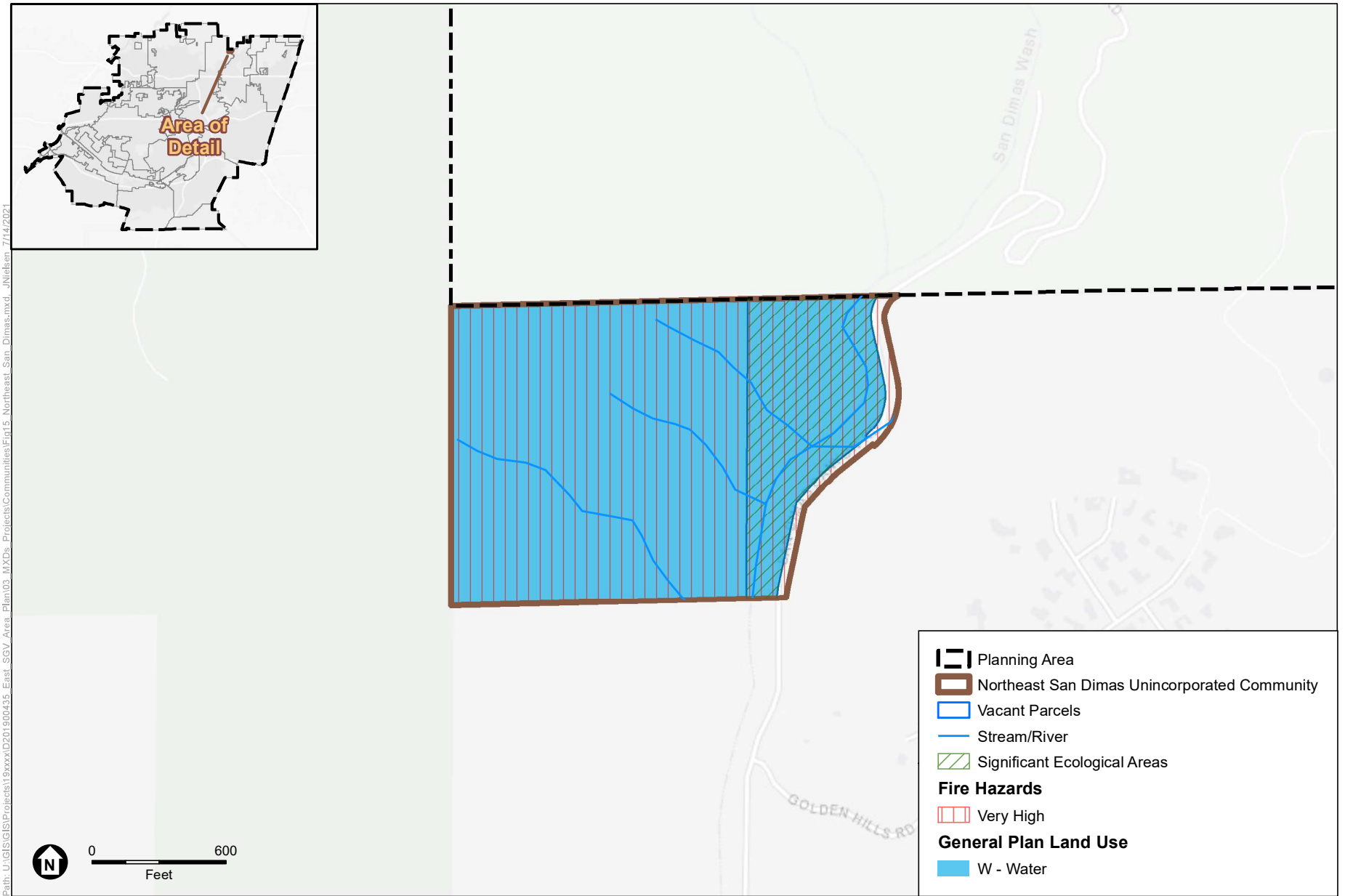
As shown in Figure 15, the Northeast San Dimas community is located in the northern region of the Planning Area and is predominantly open space next to a residential area. The land in the area is owned by Los Angeles County Flood Control. The Northeast San Dimas community is 0.086 square miles and has a population 0.

### A. *Issues and Challenges*

- **SEA.** The far eastern side of the community is within the San Dimas Canyon/San Antonio Wash SEA. This make it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazard.** All of the community falls within the high fire hazard zone.
- **Hillside Management Area.** Nearly the entire community is within the County’s Hillside Management Area, which is defined as an area with 25 percent or greater natural slopes and for which special Hillside Design Guidelines are required.

### B. *Opportunities and Recommendations*

- **Vacant/underutilized:** The entire SEA is identified as a vacant parcel, which should be preserved.
- **Areas to avoid/protect.** Being that the entire community is within a high fire hazard zone and partially within an SEA, and is not located within a targeted growth area, this community should be protected and preserved, and avoided for future growth.



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 15**  
Northeast San Dimas



### 13. Pellissier Village

As shown in Figure 16, the Pellissier Village community is located in the southwest part of the Planning Area and is bounded by the I-605 Freeway to the east, SR 60 to the north, and the San Gabriel River to the west. The community is primarily single-family residential with industrial parks located along the western edge and a small commercial center along Pellissier Road. The Pellissier Village Equestrian District is located in this community, allowing for more flexibility than would otherwise be allowed in residential zones regarding keeping animals such as horses, sheep, cattle, and goats as pets for the residents of the properties. Predominant existing land uses in the community include government (52 percent), single-family residential (22 percent), other (17 percent), and industrial (3 percent). The Pellissier Village community is 0.31 square miles and has a population of 877 (2,781 per square mile).

#### A. *Issues and Challenges*

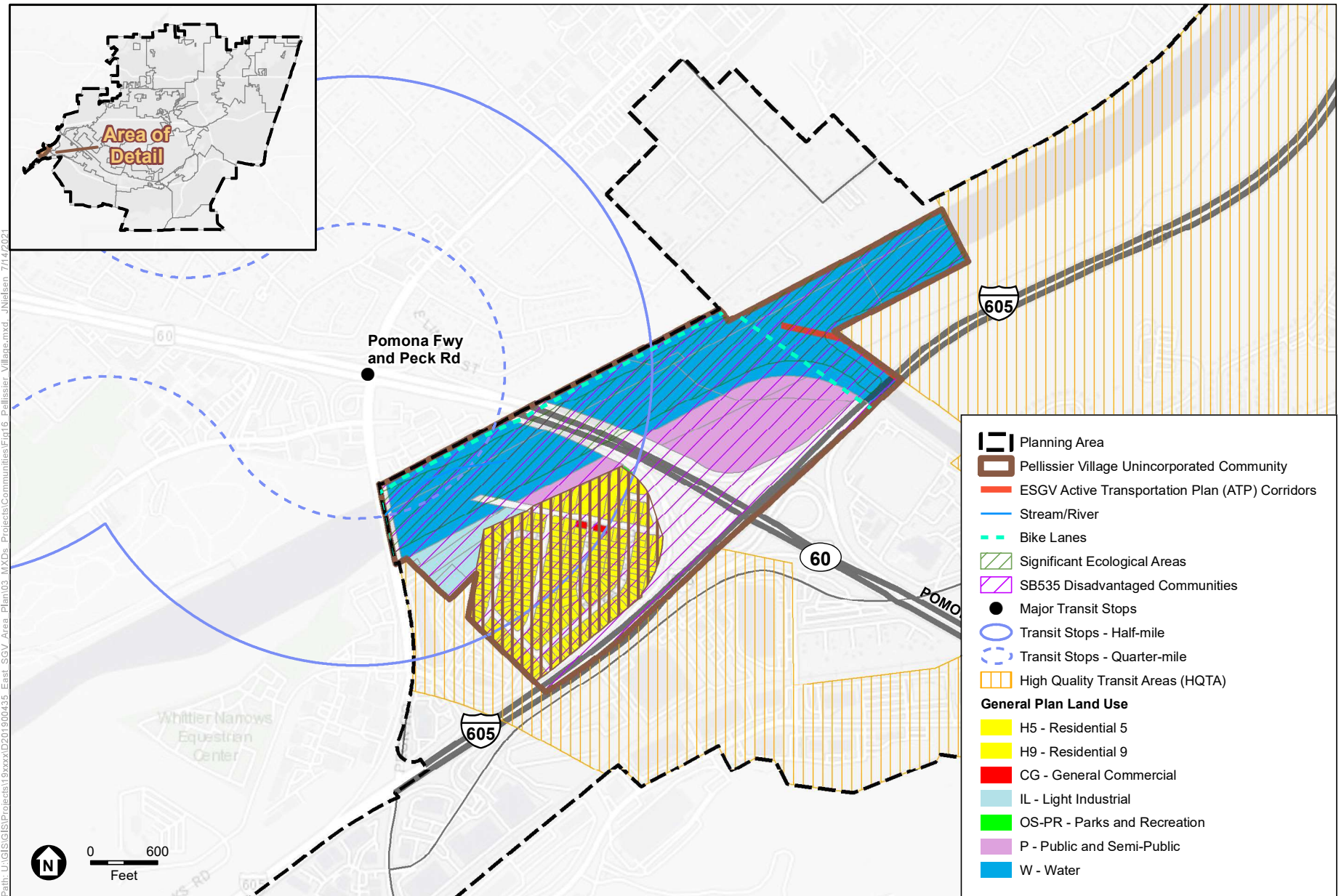
- **Freeway adjacency.** The community is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the City of Industry. This makes it challenging to increase residential intensification and create connected, walkable neighborhoods and poses air quality issues for adjacent residential properties.
- **Lack of walkability.** The community has limited access points. The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

#### B. *Opportunities and Recommendations*

- **Areas to avoid/protect.** This community is within an Equestrian District where land uses should be protected and growth avoided.
- **Connection to San Gabriel River pathway.** A proposed Class I bike path in the northern portion of the community provides an opportunity to connect residents, including equestrians, both to the San Gabriel River pathway to the west as well as to adjacent communities along this regional path.



*Representative images of the equestrian character of Pellissier Village.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 16**  
Pellissier Village

## 14. Rowland Heights

As shown in Figure 17, the Rowland Heights community is located in the southern part of the Planning Area. The community is mostly developed with residences, and was primarily developed around the automobile, with many cul-de-sacs and few through-streets due to its hilly topography. Commercial areas are located at major intersections. Industrial areas are located near SR 60 and the railroad tracks, in the northern portion of the community. Puente Hills, an open space with parks located in the southern hillside areas, make up 20 percent of the land in the community and is a SEA. Predominant existing land uses include residential (37 percent), rural land (27 percent), and open space (21 percent). The Rowland Heights community is 13.04 square miles and has a population of 50,448 (3,869 per square mile).

### A. *Community and Stakeholder Engagement*

- Housing:
  - Provide affordable housing near parks and for homeless
- Land Use and Community Design:
  - Beautify community through community gardens and better maintained streets
  - Provide more walkable shopping places
  - Preserve the community’s historical rural/livestock/agrarian roots
  - The hilly terrain has been identified as a barrier to walkability

### B. *Issues and Challenges*

- **SEA.** The southern portion of the community is located in the Puente Hills SEA, which is mostly open space and agricultural land. This makes it challenging to direct growth near or adjacent to these areas are preservation is necessary.
- **Hazard.** The southern portion of the community is within a very high fire hazard zone.
- **Freeway adjacency.** The Pomona Freeway is located at the northern boundary and Orange Freeway is located at the eastern boundary. This makes it challenging to intensify land uses in these areas because of proximity to sensitive uses, and creates air quality issues for adjacent residential uses.
- **Residential/industrial interface.** The northern portion of the community includes heavy manufacturing near residential uses. This makes it challenging to intensify land uses in these areas because of proximity to sensitive uses.
- **Lack of walkability.** The nature of the street network, with its car-oriented design, many neighborhood blocks terminating in cul-de-sacs, wide right-of-ways without landscaping, narrow sidewalks, lack of transit options, and lack of services and amenities, has increased automobile reliance, exacerbating air quality, pollution, congestion (particularly on Colima Road) and noise.
- **Aging Community.** This is an aging community, both reflected in the aging building stock and outdated commercial centers as well as in the population itself, creating both

challenges associated with upkeep and revitalization of homes and centers, as well as providing a diversity of affordable housing options for residents to age in their home communities. This has contributed to a loss in population and school closures.

### C. *Opportunities and Recommendations*

- **Vacant/underutilized.** While there are some vacant and underutilized parcels throughout community, vacant parcels in the residential area adjacent to the hillsides should be avoided because they are located in the SEA and the high fire hazard zone. The majority of opportunity lies along Colima Road, which is a primary east-west commercial corridor.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* The area north of the 60 Freeway between Nogales Road and Fairway Drive share boundaries with the City of Industry. The area is heavily industrial and runs along the railroad lines. This would be an area to focus industrial land uses, and ensure that incompatible uses are not established. The commercial corridor along Colima Road and Nogales Street are areas to consider targeting higher density residential in the vicinity, as well as affordable housing, where access to jobs and services are found.
  - *Major corridor/intersections.* Corridor revitalization opportunities exist on Colima Road, between S. Azusa Avenue and Fairway Drive – there are various vacant and aging parcels along this corridor; the commercial center on Colima Road near the corner of Otterbein Avenue is also an aging commercial node.
  - *Active Transportation.* Active transportation routes exist along streets in the northern region, such as E. Pathfinder Road, Colima Road, S Nogales Street, and others. The County’s ESGVATP proposes bike and pedestrian improvements along these corridors. Directing growth along these routes where there are greater mobility options will minimize impacts associated with growth, such as increased traffic.
  - *General Plan Opportunity Area.* Two General Plan Industrial Opportunity areas are located north of the Pomona Freeway
- **Areas to protect/avoid.** The hillsides located in the southern and southeastern area of the community, areas in the Puente Hills SEA and fire hazard areas should be avoided for growth. Areas along the Pomona Freeway adjacent to industrial centers should also be avoided for new sensitive uses.

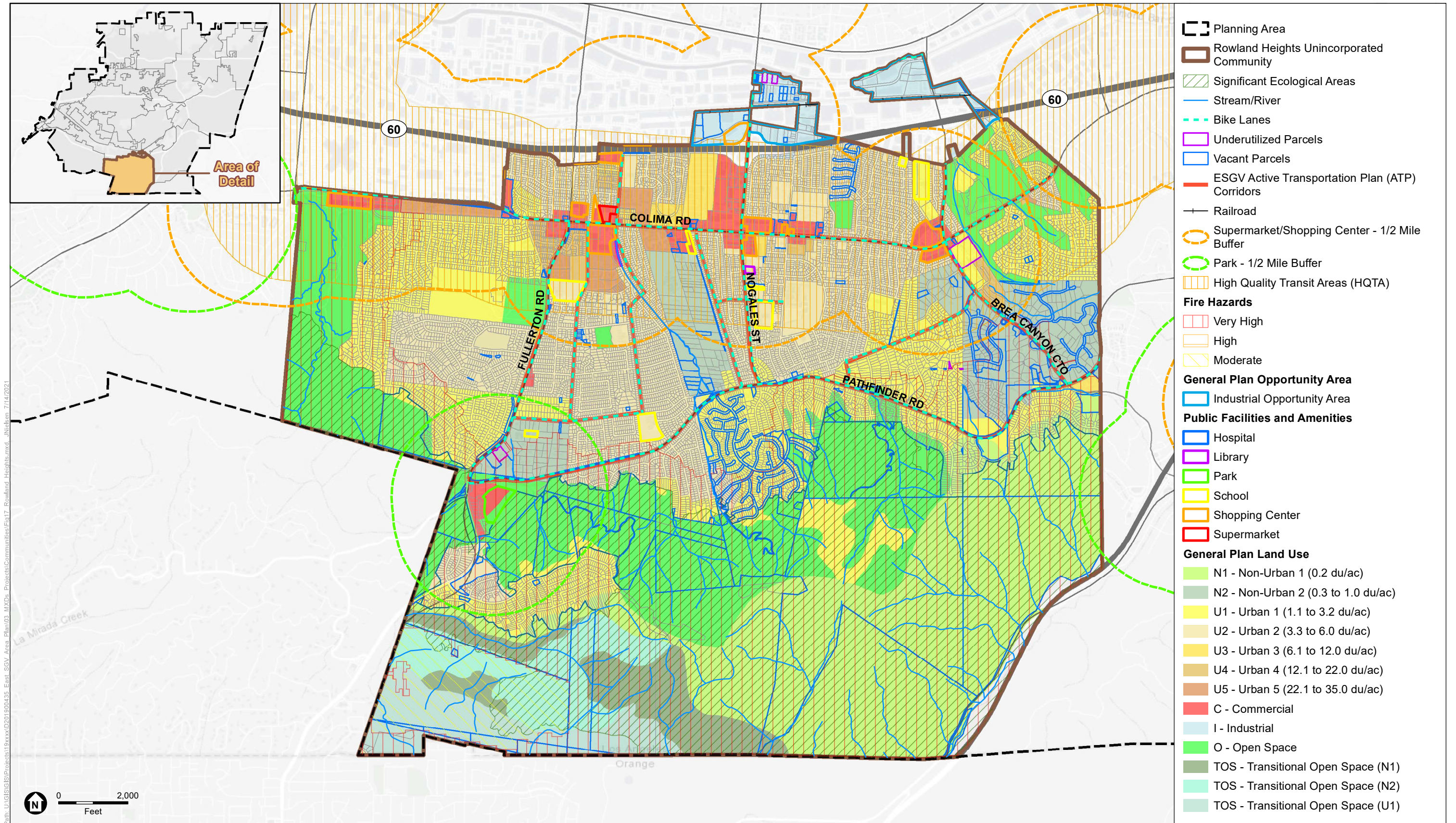




*Representative images of Rowland Heights, including industrial and commercial areas and open space.*

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 17**  
Rowland Heights

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## 15. South Diamond Bar

As shown in Figure 18, the South Diamond Bar community is located in the southeast corner of the Planning Area and is an entirely uninhabited, critical habitat area. The entire community is designated as a SEA. A former Boy Scout camp is located in this community and Tonner Canyon, one of the remaining undisturbed canyons in the area, is also located in South Diamond Bar and is in need of preservation. The entire community is at high risk for fire hazard. The Orange Freeway (SR 57) bounds the community on the western side. The South Diamond Bar community is 5.56 square miles and has a population of 0.

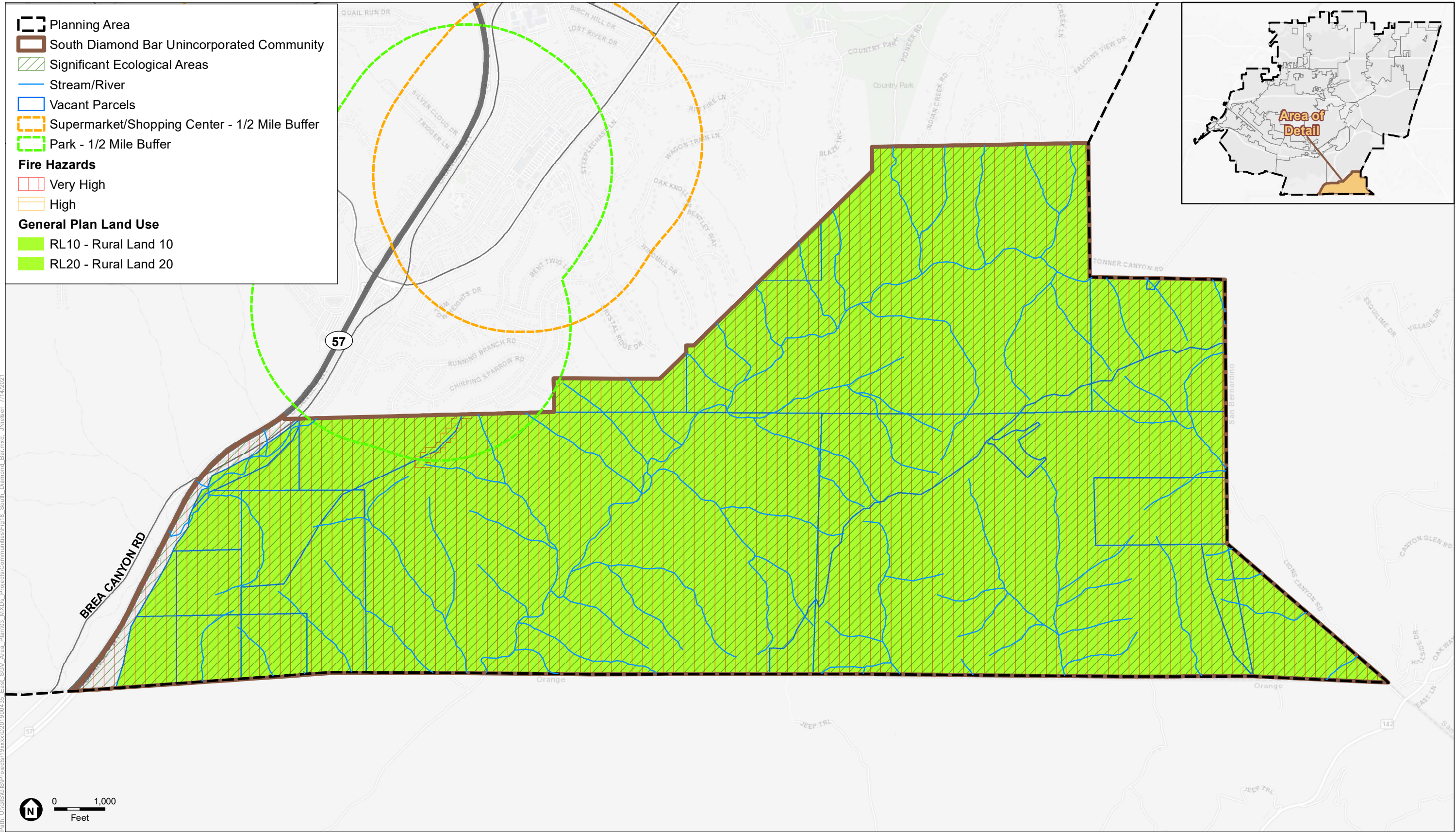
### A. *Issues and Challenges*

- **SEA.** The entire community is located in the Puente Hills SEA. This makes it challenging to direct growth anywhere in the community as preservation is a priority.
- **Hazard.** The entire community is at a high risk for a fire hazard.
- **Freeway adjacency.** The Orange Freeway is located along the western boundary of the community, creating air quality issues for residential communities to the east of the freeway.

### B. *Opportunities and Recommendations*

- **Vacant/underutilized.** While several large vacant parcels exist throughout the community, they are all within the SEA and high fire hazard zone.
- **Opportunities to direct growth and revitalization.** There are no appropriate areas to direct growth in this community.
- **Areas to protect/avoid.** As this community contains one of the few remaining undisturbed canyons in the area, and is within a high fire hazard zone and SEA; preservation of this community is a priority to protect sensitive habitat and endangered species.

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 18**  
South Diamond Bar

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## 16. South San Jose Hills

As shown in Figure 19, the South San Jose Hills community is located in the southern portion of the Planning Area and is predominately residential. The community slopes down to the southwest with a 100-foot change in elevation from 500 feet to 400 feet near Valley Boulevard. The community is largely made up of small, curving, residential streets with access points to the major roads along its boundary. Four drainage channels flow down through the community to join the San Jose Creek Diversion Channel. Valley Boulevard, which runs along the southern boundary of the community, has a mix of commercial and industrial uses, including the Southern Pacific Railroad right-of-way, and is designated as an opportunity corridor by the General Plan. The predominant existing land uses in the community are single-family residential (64 percent), government (14 percent), and multifamily residential (12 percent). Sunshine Park is located in the southern part of the community. The South San Jose Hills community is 1.5 square miles and has a population of 21,300 (14,123 per square mile).

### A. Issues and Challenges

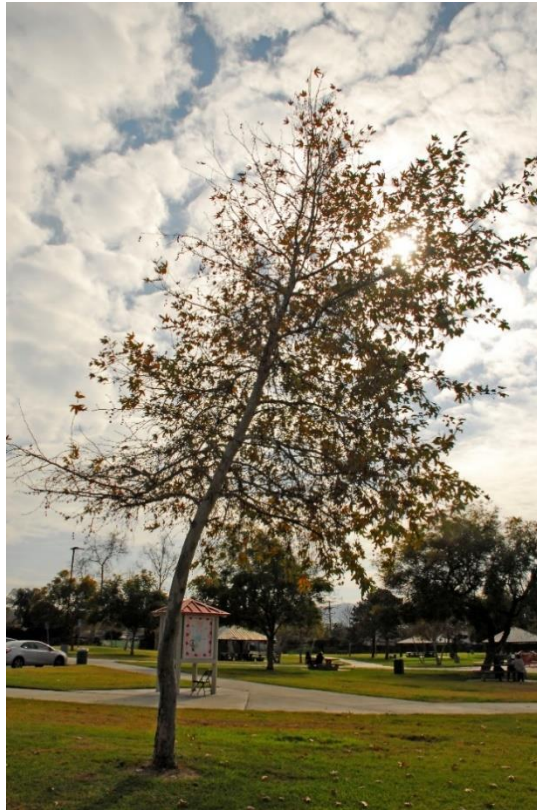
- **Residential/industrial interface.** The southwest region has an approximate two-block interface between heavy manufacturing and residential uses, making it difficult to intensify residential land uses due to proximity to sensitive uses. **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

### B. Opportunities and Recommendations

- **Vacant/underutilized.** Vacant parcels are located primarily along Valley Boulevard, within both commercial and industrial areas and along the Yorbita Road corridor, which could be used for commercial or mixed-used developments to enhance services and amenities for nearby residents.
- **Upgraded water channel.** The drainage channels present in the community provide opportunities to create urban pathways and to enhance access to greenery.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Opportunities to direct growth and revitalization:**
  - *Major transit areas.* The northern tip of the community is within a major transit area that is currently designated as single-family residential (H9). Although this transit zone is not large, it presents an opportunity to increase housing densities and introduce elements that would provide this community with more walkable neighborhoods.
  - *Major corridors/intersections.* Revitalization opportunities and opportunities for new development exist at the following commercial corridors:
    - Valley Boulevard, east of S. Azusa Avenue and west of S. Nogales Street – commercial centers along this corridor have been identified as aging commercial nodes.

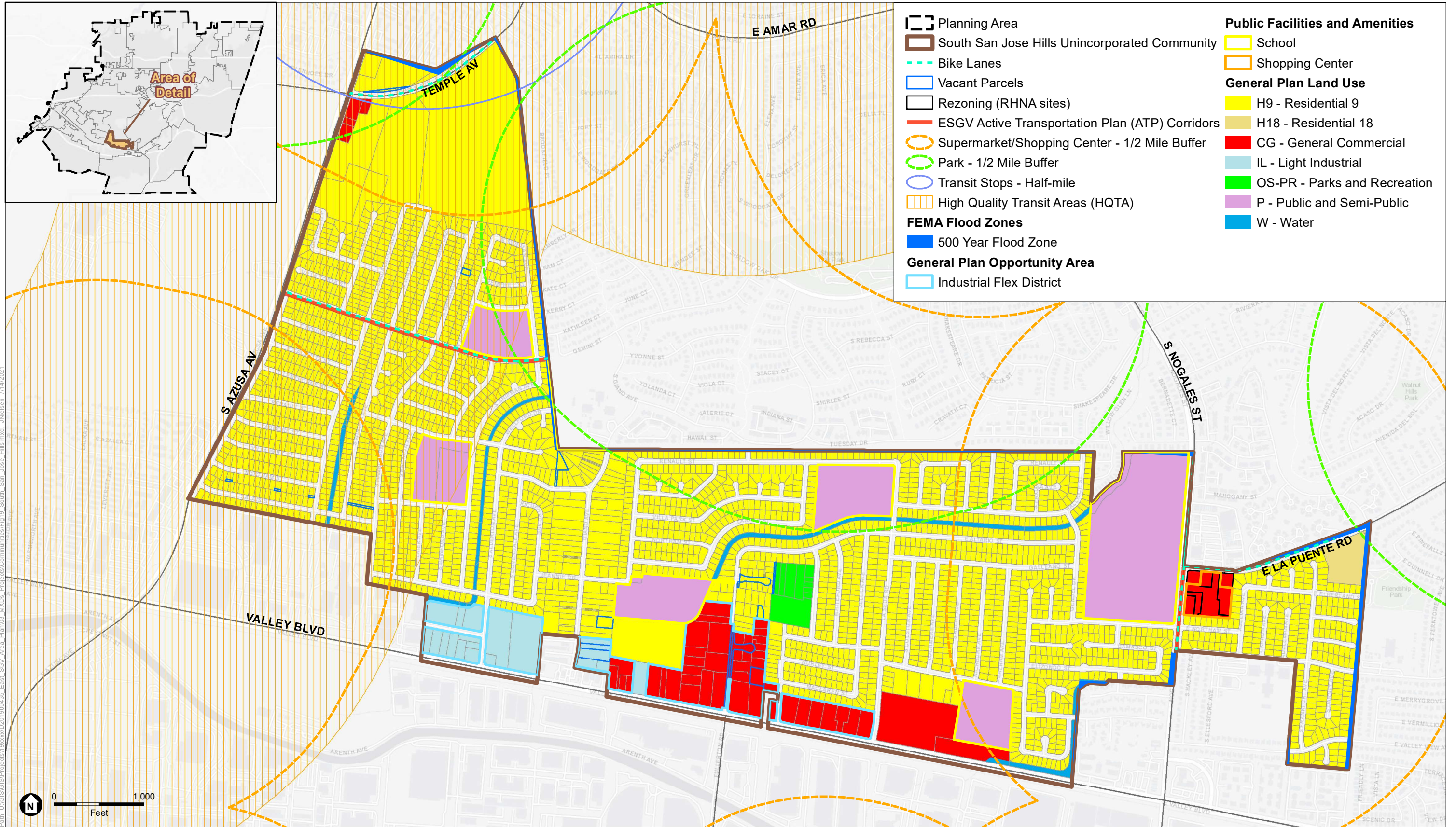
- Yorbita Road, north of Valley Boulevard – vacant parcels along this corridor have the potential for commercialization.
- Giano Avenue, north of Valley Boulevard - vacant parcels along this corridor have the potential for commercialization.
- Southeast corner of Nogales and La Puente contains a strip mall, with lots of parking, right across from the high school.
- *Active Transportation.* Active transportation exists on Gemini Street and Nogales Street adjacent to residential area and schools.
- *General Plan Opportunity Areas.* An Industrial Flex opportunity area is located in the southern corridor along Valley Boulevard. The properties contain institutional uses, a mobile home park, auto-oriented uses, and a storage facility with residential uses to the north and City of Industry industrial properties to the south. A transition to commercial zoning would provide the opportunity for commercial uses supportive of high employment areas.





*Representative images of South San Jose Hills, including single-family residential and Sunshine Park.*

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 19**  
South San Jose Hills

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## 17. South Walnut

As shown in Figure 20, the South Walnut community is a thin strip of unincorporated land located in the southeastern region of the Planning Area and is used solely for industrial purposes. The community is bisected diagonally by an active freight and passenger line. The southern portion of the community is within the Brea Canyon Road major transit area. The South Walnut Community is 0.12 square miles and has a population of zero.

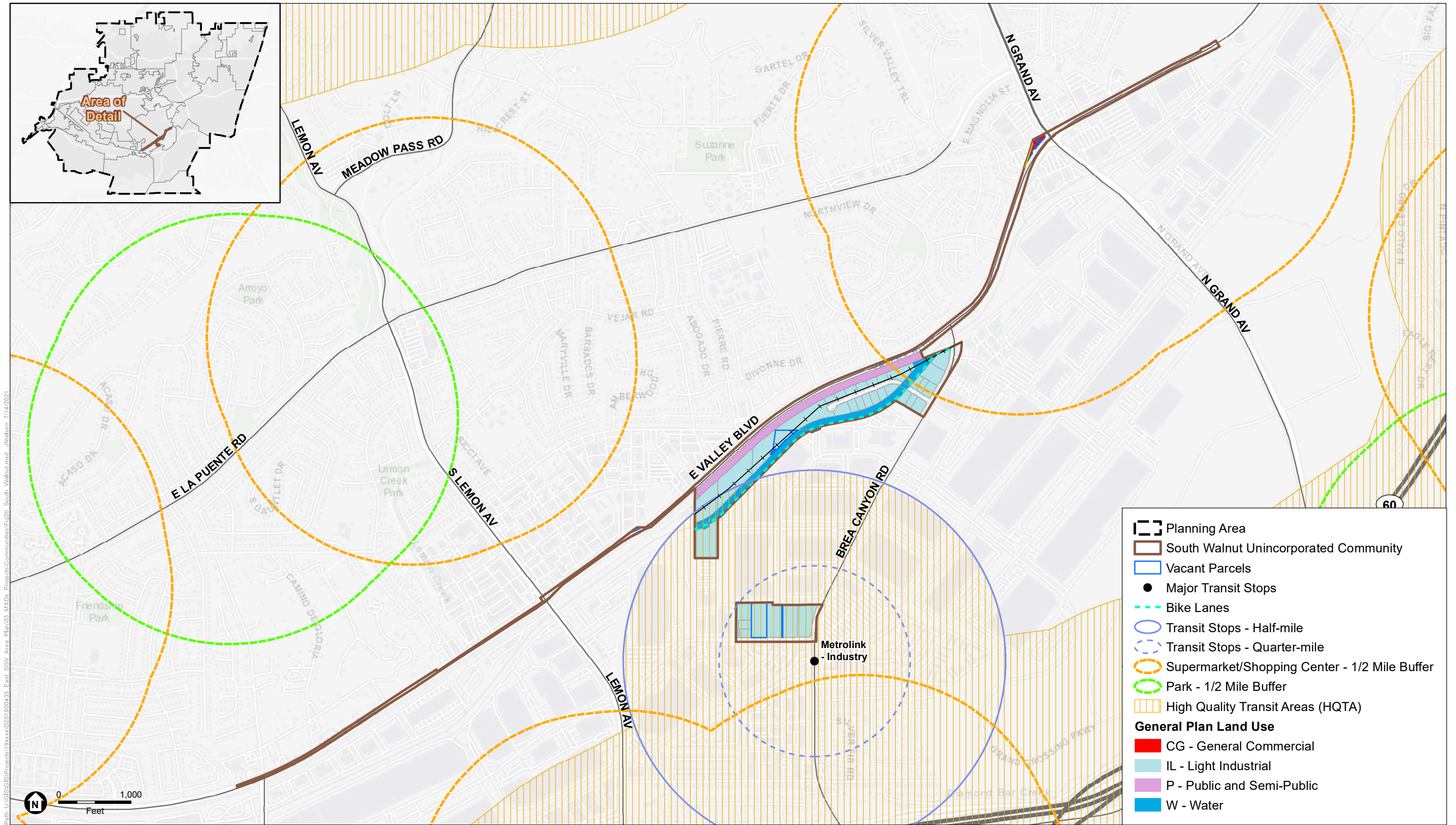
### A. *Issues and Challenges*

- **Active Freight.** There is a freight and passenger line that cuts through the community diagonally. This presents a challenge because the active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.

### B. *Opportunities and Recommendations*

- **Vacant/underutilized.** Four parcels of vacant land are scattered among the small community that could be used for industrial uses.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* Industrial employment centers appear to exist on Valley Boulevard, which includes a few vacant sites which lie within a half mile radius of a major transit stop.
  - *Major transit areas.* The southern tip of South Walnut is within a major transit area that is currently designated as Light Industrial (IL). Although this transit zone is not large, it presents an opportunity to place industrial job centers near a transit area to reduce automobile reliance.
- **Areas to protect/avoid.** Areas adjacent to industrial uses should be avoided for sensitive uses.

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 20**  
South Walnut

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## 18. Valinda

As shown in Figure 21, the Valinda community is located in the southwest portion of the Planning Area and is mostly single-family residential, followed by a smaller share of multifamily residential. The community's residential streets end in cul-de-sacs and do not connect to major roads, deterring through-traffic. All automobiles are limited to the same connecting roads, which can increase traffic during peak times. Some commercial uses are found on the main roads along Amar Road and Azusa Avenue. The topography of the community is relatively flat, located at the bottom of the San Gabriel Valley. Rimgrove Park is located in the southeast part of the community. The Puente Creek runs through the southern portion of Valinda. Predominant existing land uses include single-family residential (84 percent), government (7 percent), and multifamily residential (6 percent). The Valinda community is 2 square miles and has a population of 23,603 (11,634 per square mile).

### A. Issues and Challenges

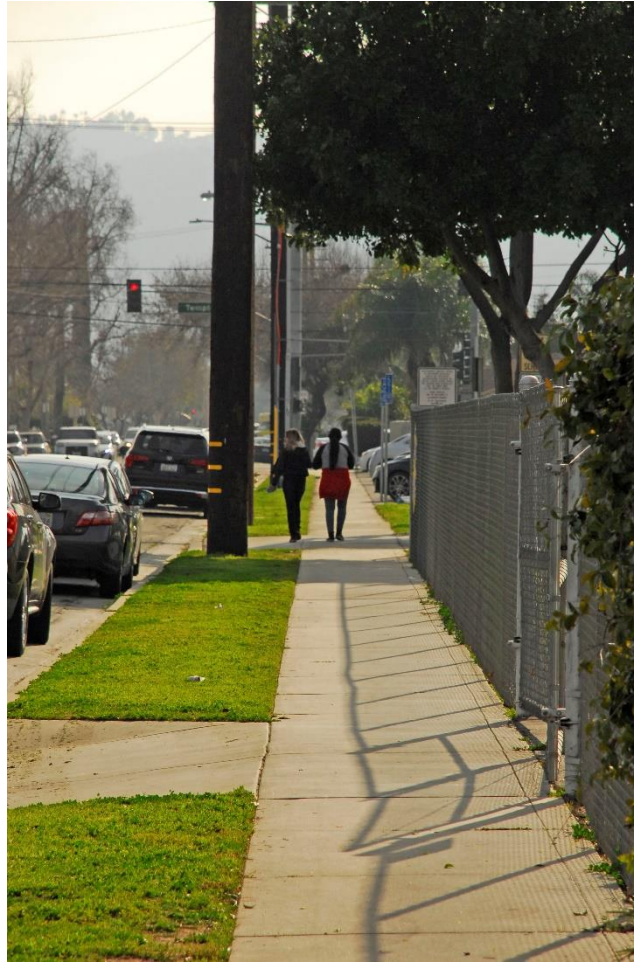
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Hidden density.** Similar to South San Jose Hills, this community has hidden density, which has created some associated parking issues, suggesting the need for a greater diversity in housing types.
- **Lack of services and amenities.** There is only one park and one shopping center in the community, which necessitates driving to everyday destinations.

### B. Opportunities and Recommendations

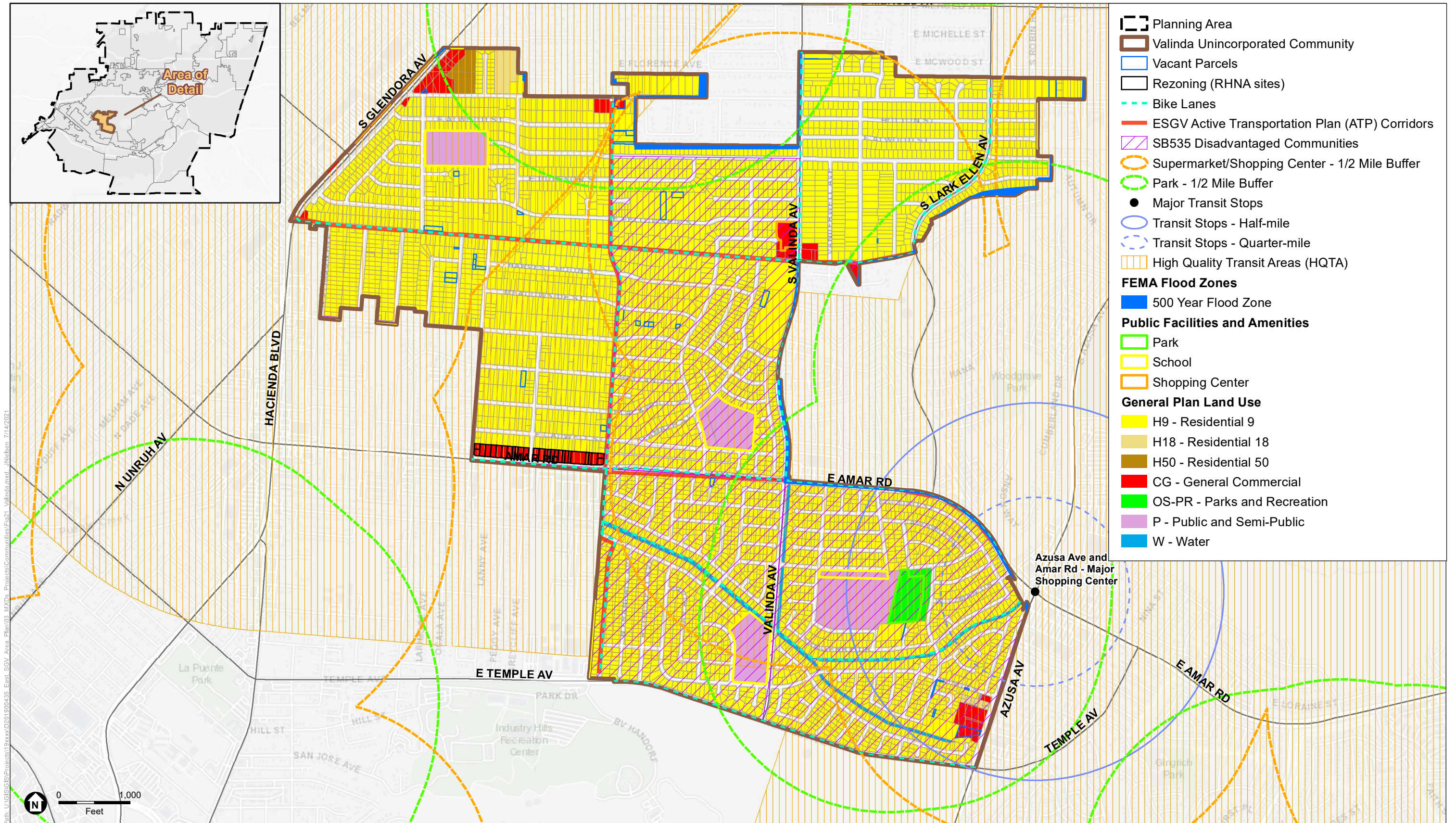
- **Vacant/underutilized.** Small vacant parcels are scattered throughout community, but concentrated in the northwest region. Vacant parcels along the Amar Road corridor have the potential for commercialization.
- **Upgraded water channel.** The Puente Creek waterway present in the community provides an opportunity to create an urban pathway and to enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Major transit area.* The southeast area of the community is within a major transit area that is currently designated as single-family residential (H9). This presents an opportunity to increase housing densities and introduce elements that would provide this community with more walkable neighborhoods.
  - *Major corridors/intersections.* Revitalization opportunities and opportunities for new development exist at the following commercial corridors:
    - Amar Road, east of Aileron Avenue and west of Greycliff Avenue – vacant parcels along this corridor have the potential for commercialization.
    - S. Azusa Ave, north of E. Temple Avenue and south of E. Amar Road – vacant parcels along this corridor have the potential for commercialization.

- Deep lots with development potential are located on Fairgrove, Stimson, Bannon, and N. Ballista.
- Intersection of Walnut Avenue and Francisquito Avenue contains vacant and underutilized parcels.
- *Active Transportation (AT)*. Existing and proposed bike lane run along north/south corridors on Lark Ellen Avenue, Valinda Avenue, and Echelon Avenue. AT routes extend through the middle of the region along Walnut Avenue and Maplegrove Street; however, these routes lack commercial center.
- **Potential central walkable district.** A potential walkable district could be on Amar Road by beautifying the street and creating a community amenity along Puente Creek, and creating linkages between the two.





*Representative images of Valinda, including single-family residential, busy corridor and a wall mural.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 21**  
Valinda

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## 19. Walnut Islands

As shown in Figure 22, the Walnut Islands community is located in the central part of the Planning Area and is mostly single-family residential in a suburban development pattern characterized by cul-de-sacs, with some government and institutional uses, including a cemetery. The community was once an agricultural region and still resembles elements of its rural past, with some properties keeping horses. The community contains no commercial uses and the California State Polytechnic University, Pomona is partially located in the community. Part of the community makes up the ESGV SEA, where many waterways are located. The Walnut Creek Community Park is located in the area with many drainages as well, including one of the few natural flowing creeks in suburban ESGV. The predominant existing land uses in the community are single-family residential (47 percent), government (32 percent), and institutional (18 percent). The Walnut Islands community is 3.8 square miles and has a population of 5,165 (1,366 per square mile).

### A. Issues and Challenges

- **SEA.** The ESGV SEA designation is found in the northern and southern borders and in residential and public service land uses. This presents a challenge as growth cannot be directed in these areas because of preservation efforts.
- **Hazard.** A majority of the area is within a very high fire risk zone, with a high fire hazard risk at the southern border, and no fire risk in the very northern area.
- **Freeway adjacency.** The I-10 Freeway cuts through the middle of the community, segregating residential uses in the north from commercial services and other amenities to the south.
- **Hillside Management Area.** A large portion of the community is within the County’s Hillside Management Area, which is defined as an area with 25 percent or greater natural slopes and for which special Hillside Design Guidelines are required.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

### B. Opportunities and Recommendations

- **Vacant/underutilized.** Plenty of vacant parcels are located in the northern and western areas; the public/semi-public land use in the southern region has no vacant parcels. As there are no commercial uses within this community, opportunities to provide services and amenities should be explored in this community; however, the hilly terrain and high fire risk may preclude such opportunities.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* California State Polytechnic University, Pomona, is a major employer in the area.

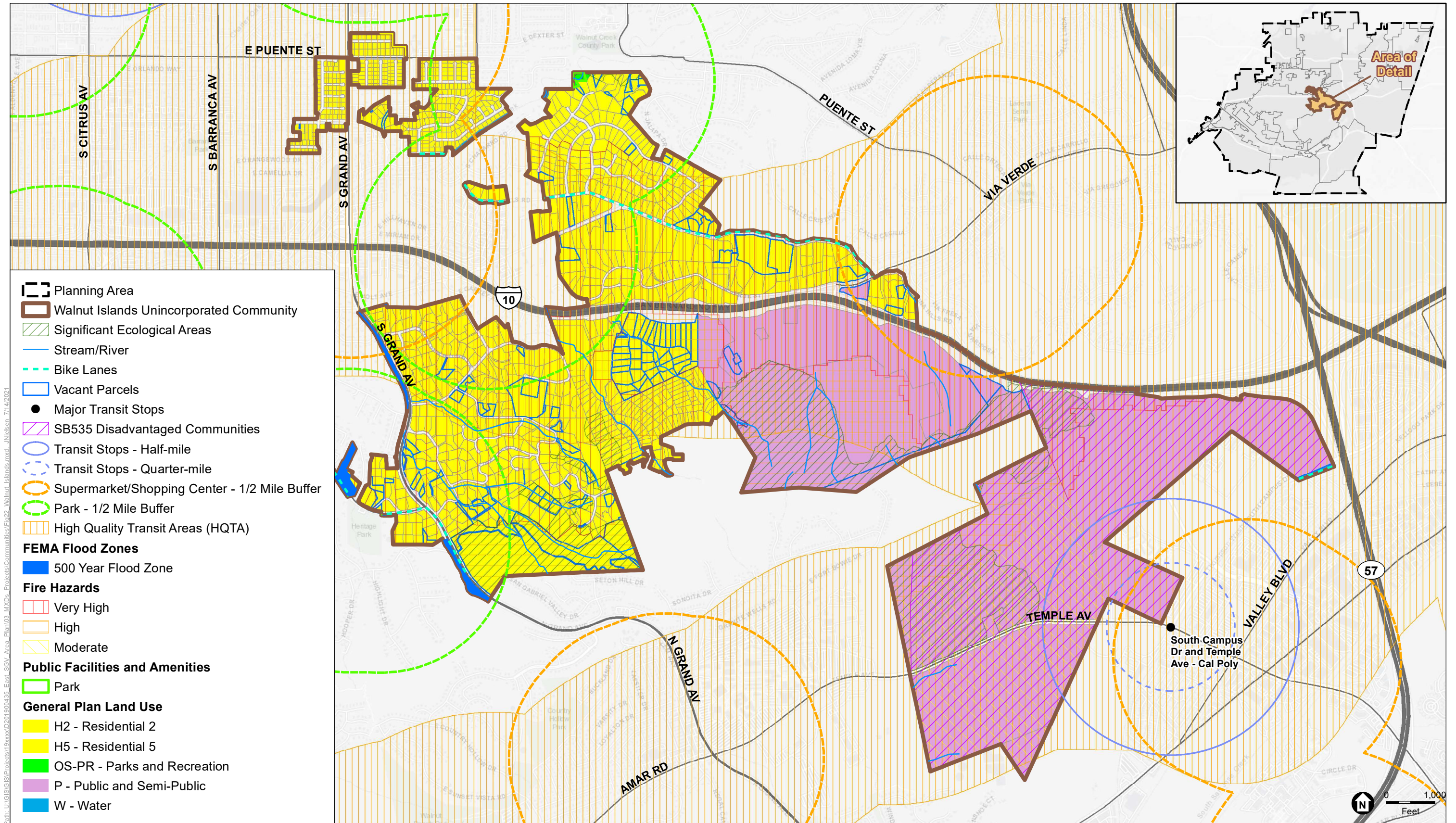
- *Major transit area.* The southern area is within a major transit area around South Campus Road and W. Temple Avenue.
- *Active transportation (AT) Routes.* A proposed bike route travels east to west along E. Covina Hills Road, north of the San Bernardino Freeway, starting from the Michael D. Antonovich Trail and ending at Via Verde. Large vacant parcels exist off this road; however, this area is within a high fire hazard area.
- **Potential central walkable district.** As there are currently no commercial services, areas to explore for potential mixed-use commercial and higher density residential uses include areas adjacent to the campus, within the major transit area, near Puente Street and Grand Avenue in the flatter area and south of the San Bernardino Freeway, where fire risk is reduced.
- **Areas to protect/avoid.** Protect the hillsides in the southern region of the area and avoid areas that fall within the SEA and high fire risk zone.





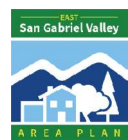
*Single-family residential home in the hillsides of Walnut Islands.*

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 22**  
Walnut Islands

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## 20. West Claremont

As shown in Figure 23, the West Claremont community is located in the northeast portion of the Planning Area. The community consists of hilly terrain with the eastern part designed with streets ending in cul-de-sacs and the western part consisting of streets that conform to the hilly topography. Most of West Claremont lies in the San Dimas/San Antonio Wash SEA. The community is adjacent to the I-210 Freeway. The Live Oak Reservoir is located in this community. Predominant existing land uses include single-family residential (82 percent), government (7 percent), and multifamily residential (4 percent). The West Claremont community is 1.2 square miles and has a population of 1,166 (955 per square mile).

### A. Issues and Challenges

- **SEA.** The SEA is located in the western half of the community, which limits opportunities for growth as preservation is a priority.
- **Hazard.** The majority of the community is within a high fire hazard area; the only region free from risk is the land adjacent to the southern and easternmost border, north of Baseline Road.
- **Freeway adjacency.** The Freeway 210 runs parallel to southern border. This presents a challenge as residential uses should not be located in close proximity to freeways, thus reducing the amount of available opportunities for growth.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

### B. Opportunities and Recommendations

- **Vacant/underutilized.** Nearly half of the area is vacant; however, only a few are located outside the high fire hazard zone.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections.* Baseline Road is outside the high fire hazard area and contains vacant parcels where higher density residential development could be directed, along the north side and away from the freeway.
- **Areas to protect/avoid.** The entire area within the high fire hazard zone as well as the SEA area should be protected and avoided for future growth. Residential uses should be located at least 500 feet from the freeway.



*Representative images of West Claremont, including single-family hillside homes.*



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## 21. West Puente Valley

As shown in Figure 24, the West Puente Valley community is located in the southwest region of the Planning Area and is mostly single-family residential, followed by a smaller proportion of government uses which include parks, public facilities, and infrastructure. The topography of the community is relatively flat and sits at the bottom of the San Gabriel Valley, allowing for several existing and proposed bikeways. The streets are oriented in a northeast-southwest direction, with smaller residential streets terminating in cul-de-sacs without direct connection to major roads. The Southern Pacific railroad right-of-way runs along parts of the western boundary. The community contains two parks: Bassett Park, located in the western portion of the community, and Allen J. Martin Park, located in the eastern part. Predominant existing land uses in the community include single-family residential (81 percent), government (13 percent), institutional (3 percent), and other (3 percent). The West Puente Valley community is 1.9 square miles and has a population of 24,905 (13,305 per square mile).

### A. Issues and Challenges

- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Industrial proximity.** This community's proximity to the San Bernardino freight line and industrial uses to the west and south create harmful air quality impacts on nearby sensitive uses and pose challenges with intensifying residential near industrial uses. The industrial uses also contribute to heavy congestion along Valley Boulevard, further exasperating noise, odor, and air quality issues.

### B. Opportunities and Recommendations

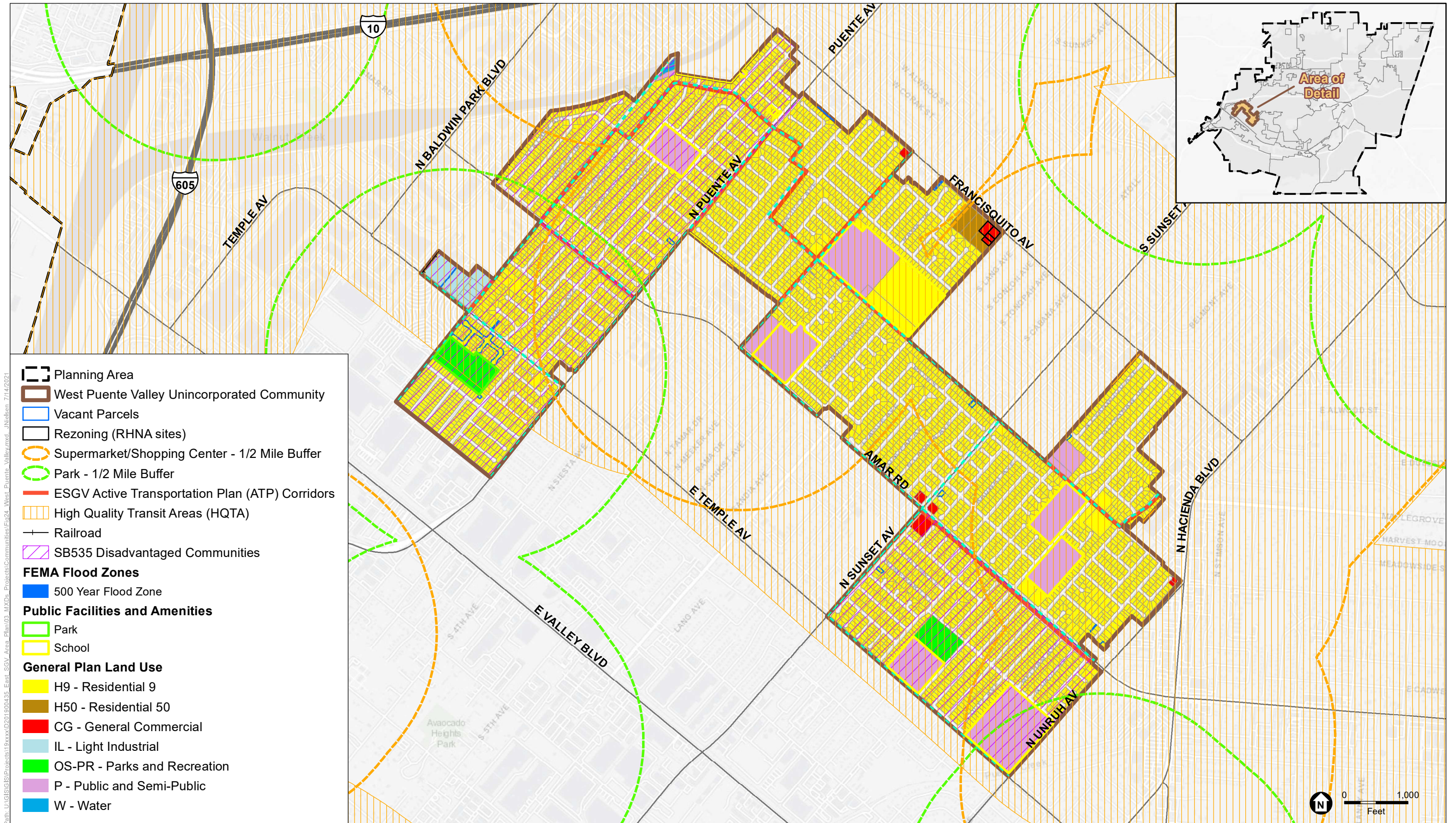
- **Vacant/underutilized.** Very little vacant land remains within this community.
- **Upgraded water channel.** The Walnut Creek waterway running through the northern tip of the community provides an opportunity to create an urban pathway, enhance access to greenery and create a connection the regional pathway system via the San Gabriel River pathway to the west.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections.* A major commercial intersection is centrally located at Sunset Avenue and Amar Road. The south side of Francisquito, west of Orange, contains deep lots with opportunity for intensification.
  - *Active Transportation.* Existing and proposed bike routes are located along Puente Avenue, E. Fairgrove Avenue, Sunset Avenue, Amar Road, and other minor streets. Many active transportation corridors are along schools. Opportunities should be explored to focus a mix of uses and higher densities along these routes.





*Representative images of West Puente Valley, including single-family residential, a tree-lined street, and a community park.*

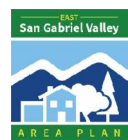
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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

**Figure 24**  
West Puente Valley



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## 22. West San Dimas

As shown in Figure 25, the West San Dimas community is located in the northern portion of the Planning Area and is mostly used for government and institutional purposes (65 percent), including parks and open space, with the remaining 35 percent of land being used for single-family residential in the western portion of the community. The residential half of the community is clustered around a few curving streets that terminate in cul-de-sac that can only be accessed by Mesarica Road off of Puente Street. The Walnut Creek Habitat and Open Space consists of 70 acres of woodlands and coastal scrub located in West San Dimas. Large portions of the community are in the ESGV SEA, designated as critical habitat for the federally threatened coastal California gnatcatcher. The West San Dimas community is 0.3 square miles and has a population of 330 (882 per square mile).

### A. *Issues and Challenges*

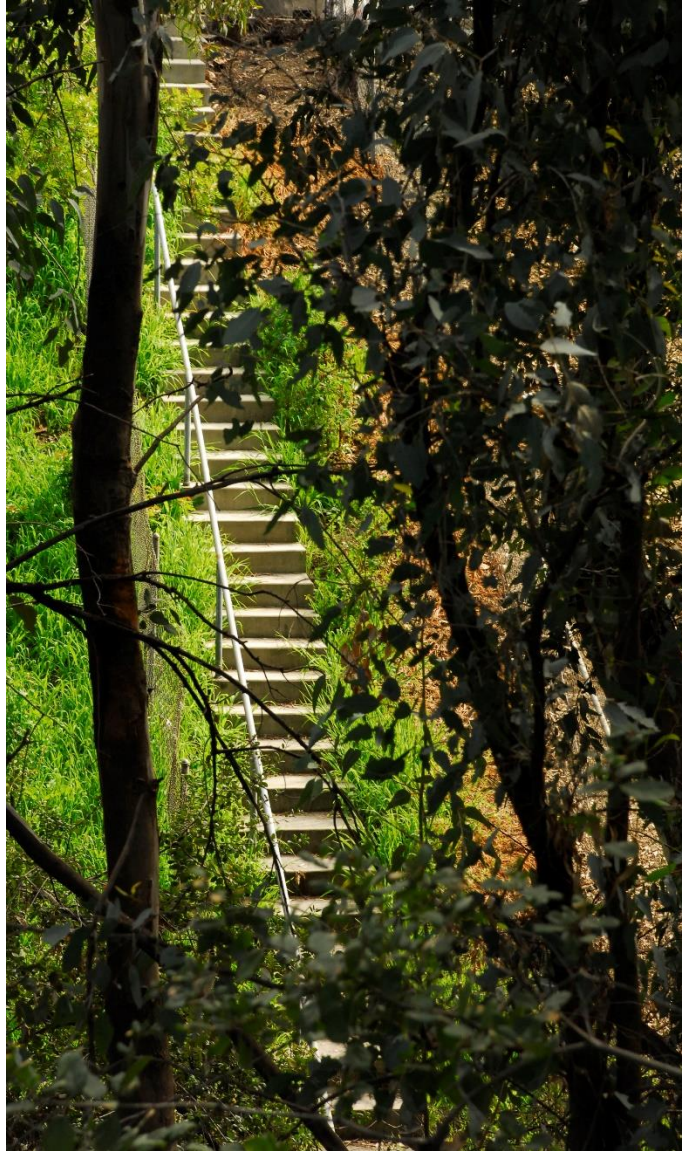
- **SEA.** A large, northern section of the community falls within the ESGV SEA. This makes it difficult to direct growth in these areas as preservation is a priority.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

### B. *Opportunities and Recommendations*

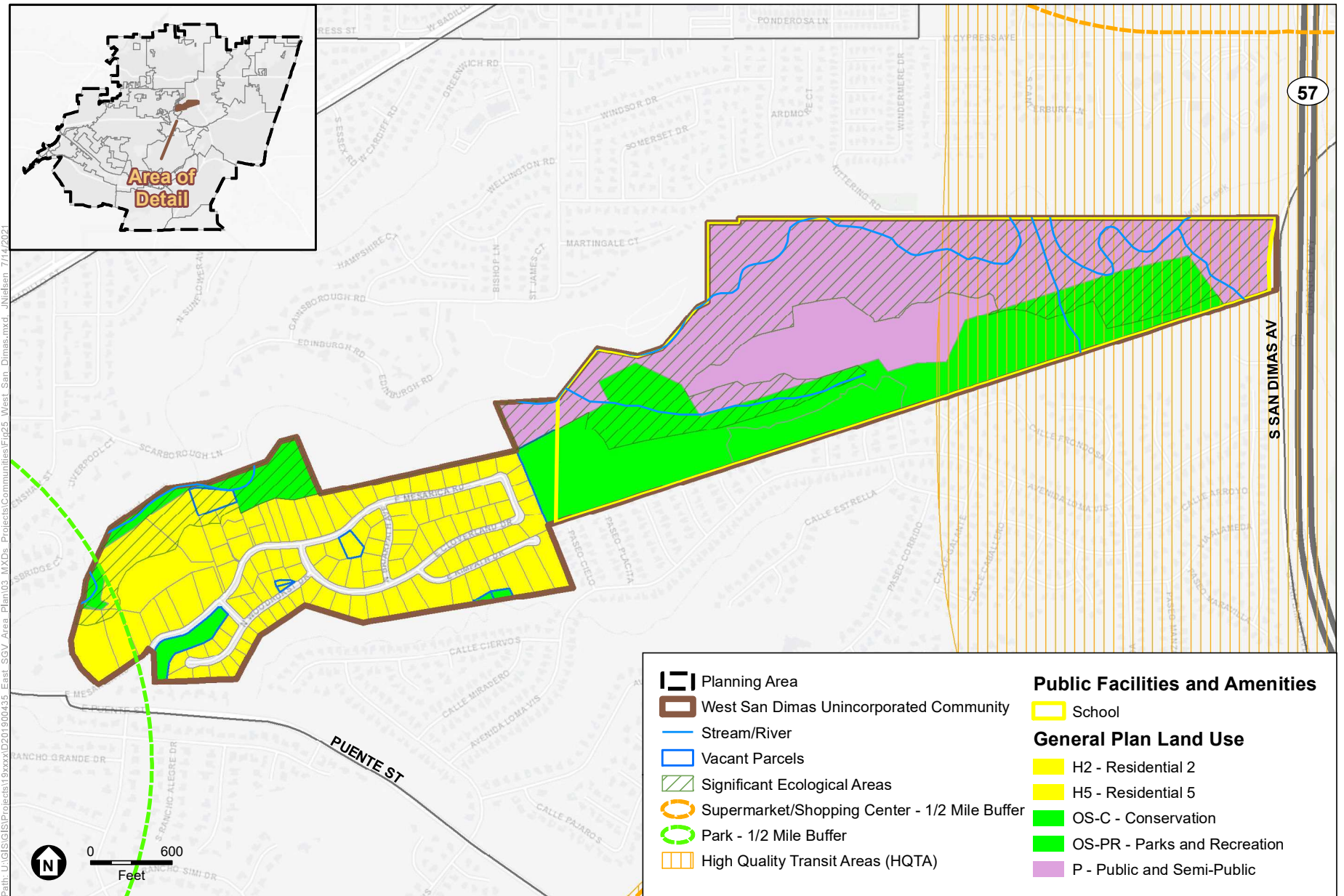
- **Vacant/underutilized.** Very limited vacant land remains, mostly focused on the western side in the residential community.
- **Opportunities to direct growth and revitalization:**
  - Growth is not recommended in this community. The western portion of the community is predominantly residential; however, it is not located within an HQTA or major transit area where growth is being targeted.
- **Areas to protect/avoid.** Protect the northern portion of the community and avoid growth in the SEA.







*Representative images of West San Dimas, including a single-family residential home and steep hillside staircase.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 25**  
West San Dimas

## 23. Unincorporated South El Monte

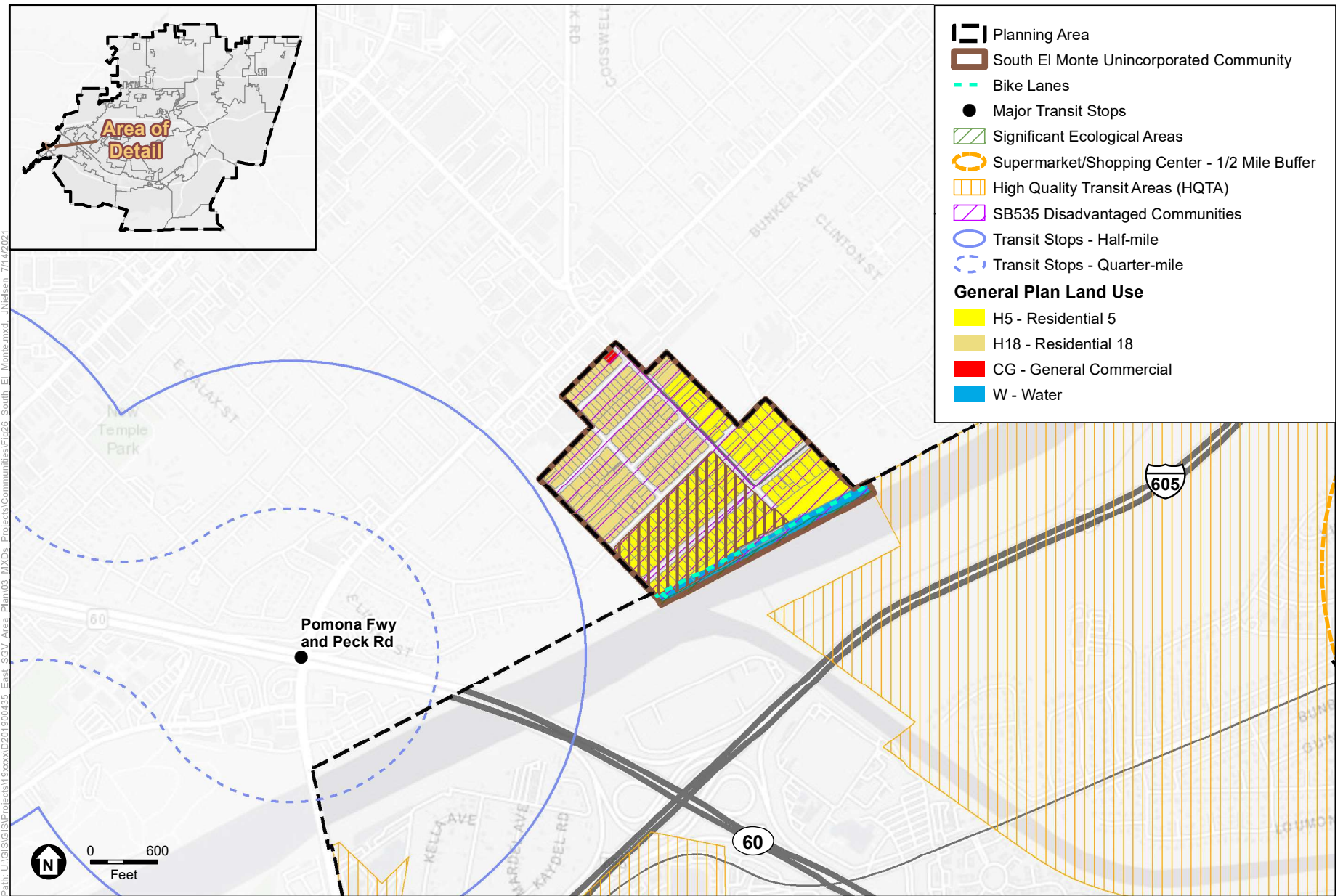
As shown in Figure 26, the Unincorporated South El Monte community is located on the west side of the San Gabriel River in the west part of the Planning Area and is primarily single-family residential, laid out in a gridded street network. Some of the larger residential properties include accessory dwelling units (ADUs) in the rear of the property, and/or stables and horses. An equestrian facility, the Rancho Potrero De Felipe Lugo Equestrian District, is located adjacent to the San Gabriel River and one commercial property exists in the north of the community. Predominant existing land uses in the community include single-family residential (61 percent), multifamily residential (30 percent), government (6 percent), and institutional (3 percent). The Unincorporated South El Monte community is 0.13 square miles and has a population of 1,715 (13,182 per square mile).

### A. *Issues and Challenges*

- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.
- **Industrial proximity.** Industrial uses nearby to the west may cause some challenges in siting new sensitive uses nearby.

### B. *Opportunities and Recommendations*

- **Vacant/underutilized land.** There are no vacant parcels within this community.
- **Upgraded water channel.** The community's adjacency to the San Gabriel River provides an opportunity to create an urban pathway and to enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas:* Major employment areas are located in close proximity to this community to the west along Peck Road. Additionally, the San Gabriel River Trail provides accessibility by bike to employment areas along the San Gabriel River. As such, considering broad intensification of residential densities to enable the future diversification and the intensification of the housing stock should be a consideration, particularly near the river tail and towards employment areas, but outside of the Equestrian District.
  - *Major corridors/intersections.* One commercial parcel existing on Rush Street upon entrance to the community from the west. Considering a potential future node at the intersection of Rush and Burkett Road, and allowing for a greater mix of uses along Rush Street, could provide a central walkable district and introduce more services and amenities to the community.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 26**  
Unincorporated South El Monte

## 24. Unincorporated North Whittier

As shown in Figure 27, the Unincorporated North Whittier community is located in the west part of the Planning Area and is bisected by the I-605 Freeway and SR 60. Land use in the community is mixed with single-family residential developments located in the southern half, with industrial parks in the center area, and the San Jose Creek Water Reclamation Plant located in the northern part near the San Gabriel River Trail. The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. The San Jose Creek, which runs along the north part of the residential areas and provides access to equestrian trail, and the San Gabriel River, which runs along the west edge of the community, join near the community and provide access to recreation areas and the San Gabriel River Trail. Predominant existing land uses in the community include government (57 percent), single-family residential (30 percent), and industrial (6 percent). The Unincorporated North Whittier community is 0.19 square miles and has a population of 748 (3,878 per square mile).

### A. Issues and Challenges

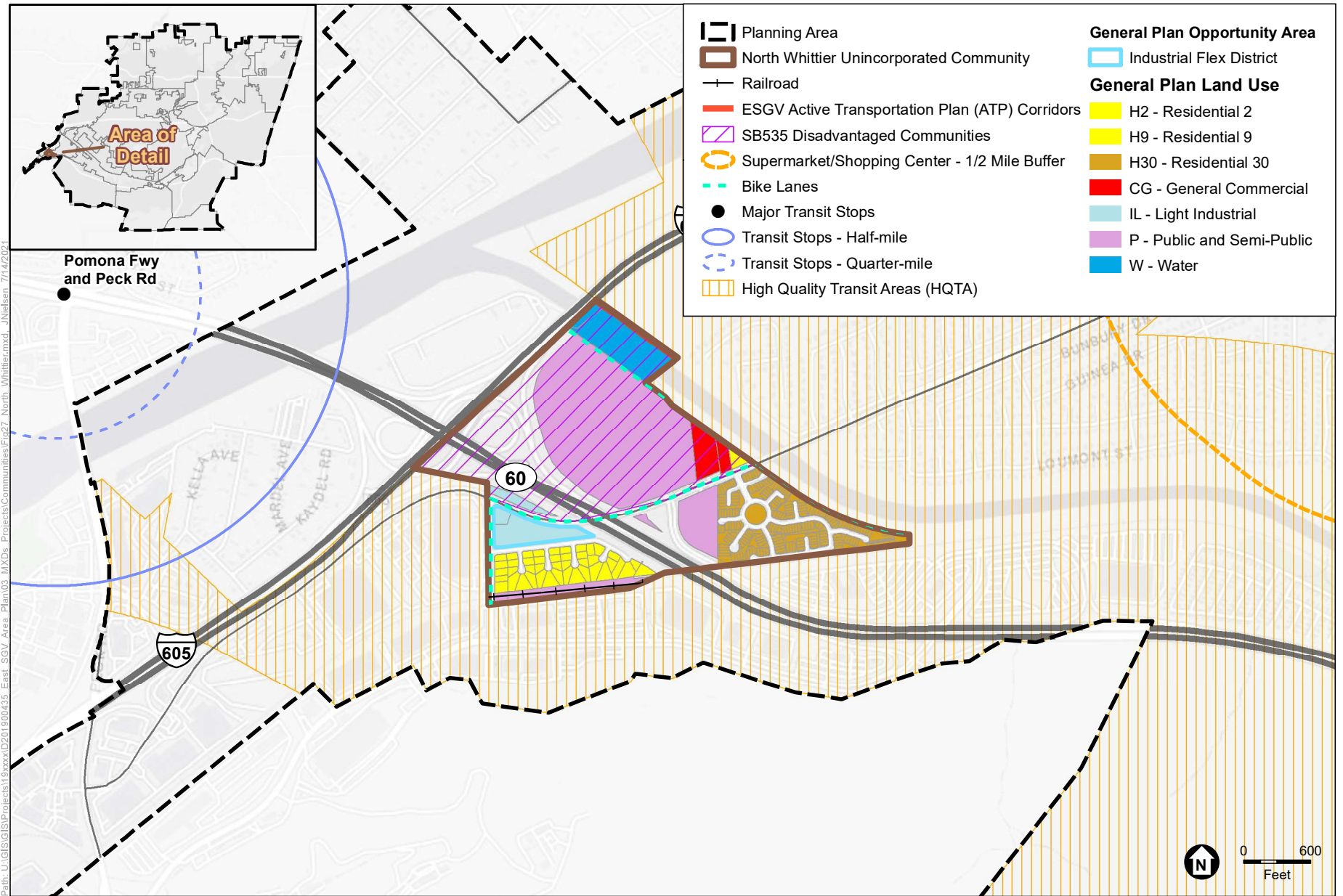
- **Freeway adjacency.** The community has two freeways running through it, the San Gabriel River Freeway (I-605) and the Pomona Freeway (SR 60), as well as the extensive freeway interchange between the two. This divides the community into four separate areas, creating a major challenge for creating a sense of community cohesion.
- **Freight.** The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. This presents a challenge because the freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

### B. Opportunities and Recommendations

- **Vacant/underutilized land.** There are no vacant parcels within this community.
- **Opportunities to direct growth and revitalization:**
  - *General Plan Opportunity Area:* An Industrial Flex District opportunity area is located south of the Pomona Freeway, which presents an opportunity for non-industrial uses and mixed uses, including light industrial and office/professional uses compatible with residential uses. These industrial areas have small lots and cannot accommodate industrial growth.
  - *Major corridors/intersections:* Workman Mill Road is the primary road used to access the residential areas. It is designated as a major highway, crossing San Jose Creek to the north into the unincorporated community of Avocado Heights. The major commercially designated area located at its intersection with Whittier Woods Drive could be a target for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the river trail.
- **Areas to protect/avoid.** Areas within 500 feet of a freeway should be avoided for sensitive land uses. Due to the prevalence of two freeways and a heavy interchange, that may preclude opportunities for the intensification of residential land uses in this area.



*The San Gabriel River Trail near Unincorporated North Whittier.*



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan



**Figure 27**  
Unincorporated North Whittier

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